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THE SPHERE

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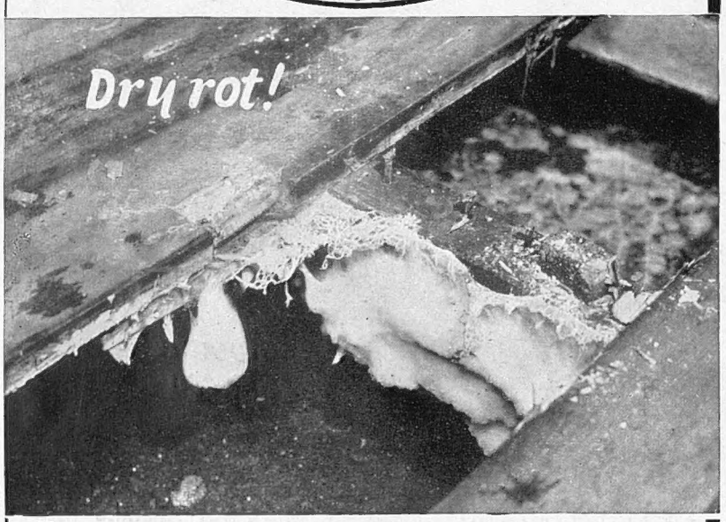

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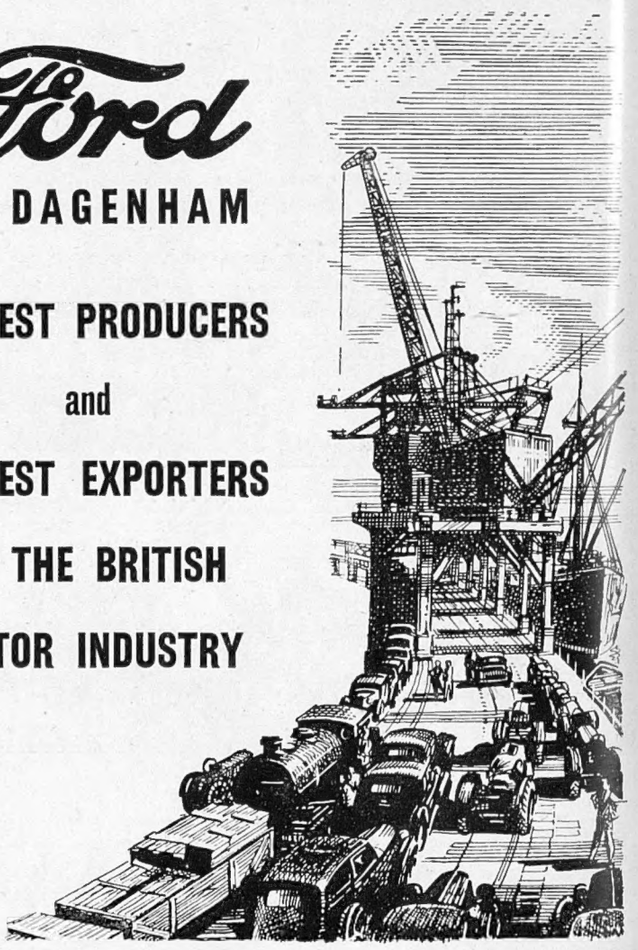

BY APPOINTMENT MOTOR VEHICLE MANUFACTURERS

FORD MOTOR COMPANY LIMITED, DAGENHAM

Volume CXCV No. 2544 The SPHERE, London, November 6, 1948

THE SPHERE
With which is incorporated "THE GRAPHIC"
The Empire's Illustrated Weekly

THE KING REVIEWS 8,000 TERRITORIALS—HIS MAJESTY, ACCOMPANIED BY FIELD-MARSHAL LORD MONTGOMERY, DRIVING THROUGH HYDE PARK IN HIS LANDROVER: Contingents from all parts of Great Britain and Northern Ireland attended this parade of the newly-constituted Territorial Army

A heartening demonstration of the efficiency of our voluntary defence forces was provided in Hyde Park last Sunday when His Majesty the King witnessed a parade of 8,000 members of the Territorial Army, including about 800 of the A.T.S., drawn from all Home Commands and Northern Ireland. The King was met at Grosvenor Gate by Lord Montgomery (making his last appearance as Chief of the Imperial General Staff) and, after taking his place on the dais, His Majesty was received with a royal salute, the Colours being dipped and the armed Colour escorts presenting arms. For his inspection of the line the King mounted his own Landrover car—a car made in England on the lines of the wartime jeep—and in company with Lord Montgomery and Major-General Symes, passed down the ranks. Further pictures of the review will be found on page 163 of this issue

Postage—Inland, 2d.; Canada and Newfoundland, 1d.; Elsewhere Abroad, 1½d.

A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

My Political Survey.—

It would surprise me much (and embarrass me) if the managers of any political party came round to consult me as an oracle on political trends. Nevertheless, I observe the scene and sometimes I register a hunch. Sir Stafford Cripps is quite satisfied by the proofs of the by-elections that the Socialist voters of 1945 are staunch and unshaken. And that record of by-elections is indeed astonishing. But not, I think, unanswerable. The Socialists have had luck in fighting their by-elections in Socialist strongholds. This is my *hunch* in November 1948 : The nation is anxious ; the crises that face us are grave. In so far as those dangers are military, a very large majority of the nation would be happier if the one great leader of our age were back again, and the country once more under great leadership (or leadership in any sense). But probably still a majority of the voters doubt whether Mr. Churchill, as he is or as he was in the late war, is the ideal leader in times of piping peace. The bulk of the country wants Churchill back as an insurance for war risks. But I fancy a much smaller ratio desires a Conservative Government formed on the old lines. I do not agree with Bevan's or Shinwell's utterances at any time ; certainly not when they dismiss all other Conservative Ministers as pygmies. The average statesman of any party is a man of very average ability and ought to remember or realise it. He is soon forgotten. But the Conservatives compare favourably enough with the Socialists in experience and very favourably in dignity and patriotism. What I believe this country by a narrow majority wants to-day is a Government of all parties under Churchill's great leadership but under a Churchill in some minor particulars muzzled and chained. Mr. Churchill's moral courage is admirable but I sometimes have felt that it has frightened away some of his supporters.

What We Want.—

We are to-day almost all of us so far *theoretical* Socialists that we cannot endure the idea of the return of the old camp-followers of Toryism-in-power. A " mule's burden of earth " should not be above Mr. Churchill's notice. It is a useful thing to kneel on in politics. It is a small point and a personal view which perhaps others share, that if Churchill came back (and I hope he will), I don't want back the suspicion that we are being governed from White's Club (as a century back we were governed from Brooks's). I don't want that return to be a signal for a boom on the Stock Exchange, for a revival of the Lido loungers and for the automatic inclusion of three dukes among the Under Secretaries (because " Dizzy " usually so acted). I mean by that " mule's burden " that if Mr. Churchill should return to power, he would be wise to reject the Dukes even if they were the best men for the job (and I can think of three quite admirable choices). To do so would be to betray his own moral courage, but . . . it would be judicious. It is on these small and trivial points that many a man judges the desirability of a Conservative Government to-day or to-morrow. We certainly don't want the " good-old-days-are-back boys " to replace even the Back-room Boys. What we want more and more each day and in increasing numbers is leadership, less spending, less legislation, less planning, more respect for the individual, more encouragement of personal initiative, less crippling taxation, fewer regulations, fewer don'ts and more invitation to *get out and do*. We certainly don't want a leader who is content to be prodded from behind or tweaked this way or that. We want a leader of supreme moral courage but a leader aware of a social revolution which cannot be reversed in our time. That 's my survey. You may put it in the W.P.B.

Russia and War.—

The mind of the British public on the possibility of war with Russia is inscrutable. In so far as it can be ascertained sectionally, it is obviously variable, as a wind-vane in autumn. Our reactions to recruiting exhortations should show the way the wind blows, but the wind is constantly veering. Such straws as the English translation of the exchanges between Stalin and Tito provided indicated a temporarily hopeful quarter. What we can be sure of is that the very idea of another war (ergo, preparation for war) is sheer horror to every section and age of the public, and the task of the propagandists is to ram home that preparations for defence are *not* preparations for war, but for peace. It will not be easy. The public needs a great deal more information about the technique of civil defence against expected new weapons of destruction before it can become C.D.-minded. It needs information of every kind, good or bad, about Russia. And the trouble is (for the recruiting officers) that any piece of news out of Russia which can be twisted into good news, must be a deterrent to recruiting. We have had a bellyful of war, and we are not a militaristic nation (until we get a conk on the jaw). We are not allowed to be. (We are not allowed to be proud of uniform or medals. We are brought up to conceal such militarism as a vice.) Accordingly, we grasp at any straw which may keep us from the deeps of further military service, and just now, I suppose, we are in a mild and very temporary wave of optimism. We begin to think that Russia *knows* she cannot face a war for a decade, for various vital reasons. Her communications and bottlenecks are too vulnerable, her industry still many years behind conditions necessary for switching over to war essentials, her satellites too discontented and too nationalist to be relied on *not* to turn against her under or above ground, and her own people far from the happy, willing State servants we are asked to believe them. How much ground for optimism these straws provide, we do not know. To-day we grasp them.

Russia's No.—

And, of course (for it was not unexpected), on Monday, October 25, Russia shattered our modest hopes by using the veto. I do not think this customary NO affects in any way the bases of the mild optimism I referred to as current in the last paragraph. Russia still believes she may have her way without recourse to atom war. The blockade remains merely the most likely cause of an " incident " leading to world war. All I shall say of this particular NO by Russia shall be two comments, *obiter dicta*. Firstly, a trivial point. The Ukraine representative would gain a good deal more prestige if he could once frame the word " yes." A parrot is a pretty bird, but can be boring and is never taken very seriously. As for Russia's *NO* on this occasion, let us strip it of unessentials and unclothe it for examination. It means this : This vital veto makes perfectly plain how in the last forty years the fate of humanity has been decided. The longings and the welfare of 2,000,000,000 people time and again in the last decades have been dished by the vanity of one, or at most, half-a-dozen men, who have " taken up an attitude " and cannot later be moved from it except by means of a face-saving formula adequate to safeguard their personal vanity. The fiction of international diplomacy has been usually observed. But not this time. No delegate concerned was in doubt that the task was to find a formula of words which would save face for Stalin, Vyshinsky and Co. The peace of 2,000,000,000 people depends not on sense, law, justice, wisdom, but on the finding of a rigmarole of words. It is on those conditions that since 1914 the fate of humanity sometimes has rested. And the 2,000,000,000 people who make up humanity—or those of them who can read, hear and are unmuzzled—must be asking themselves again : *Oh Lord ! how long ?* Always in the end these men meet their deserved and hideous fate. But is it good enough to punish them after they have wrecked the world ? Obviously not, but who will show us any good ? Who can find a formula to end this tragi-comedy which feeds the laughter of the gods.

While Rome Burned.—

The longest session before the General Election is in progress, and it is crammed with legislation—twenty, thirty, perhaps forty Bills are to be debated and pushed on to the statute books. Some of these Bills are sound Bills, consonant with our modern democracy. Some are measures bitterly controversial and by no means to be claimed as broadly acceptable to a majority of the country. If you examine all these new Bills, whose titles and intentions have been published, you cannot fail to ask yourself whether even a small proportion of them are apt, suitable or proper for presentation at this juncture, in this grave hour in our history. Dangers threaten us from every quarter, danger of war, political and economic danger, danger of starvation. At such a juncture, the rule can only be : first things first, national unity, the cutting of our coat to our cloth Not all of these elementary precautions has the Government in its fourth year observed. It is party first and the country second. The next election bulks far larger than the next explosion. We look at the recent history of politics in France. We remember in past years the shadow of Presidential elections obscuring greater immediate issues in America. And still we are invited to set a high value on statesmanship and to pay a due regard to modern democratic government. I find it difficult. I have the poorest opinion of the Emperor Nero. A fiddle is a pretty instrument, but there are times when a hose is a fitter and nobler and a more patriotic weapon. And more than one leading Socialist M.P. has expressed the same opinions very frankly—and even left the party's ranks.

A B.B.C. Feature I Deplore.

—The very best motives directed the choice of *party political broadcasts*. I am sure of that. " Our democracy demands that healthy exchange of views," and so forth. Unfortunately, the time and the manner of the discourses have usually proved unfavourable. As a result, no feature in the Home Service programme has given me so much distaste, even loathing. The times cry out for unity. Even the nobler speakers representing the three parties have lost their reputation for nobility in my eyes, and have descended a little towards the gutter and to Mr. Vyshinsky's nursery-methods. With what result ? For me at least a feeling that politicians are not members of a higher profession, have (like me) feet of clay and sometimes, perhaps, wear asses' ears, and that the things they wrangle over are made to appear more boring and trivial and stupid than they ought to be. In a word, that our politicians (as in France) fiddle for place and power while their Romes burn. The Party broadcasts were designed for a much finer ideal than that.

THE OLD STAGER

PILLARS OF THE MOTORING INDUSTRY — REPRESENTATIVES OF RIVAL FIRMS WHO ARE POOLING THEIR EXPERIENCE FOR THE COMMON GOOD : Mr. L. P. Lord, of Austin's, and Lord Nuffield seen together at Earl's Court, where the first post-war Motor Show has been attracting vast crowds. A pictorial review of the Show appears on pages 165, 166, 167 of this issue

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TERRITORIALS OF SCOTTISH COMMAND, HEADED BY THE COLOURS, MARCH PAST THE SALUTING BASE IN HYDE PARK: This was the start of the parade last Sunday, when 8,000 men and women of the voluntary defence forces passed before the King. The most striking impression was the great number of those on parade wearing campaign medals. As each contingent approached the saluting base, headed by regimental and divisional colours, bands of the Irish and Welsh Guards played regimental airs

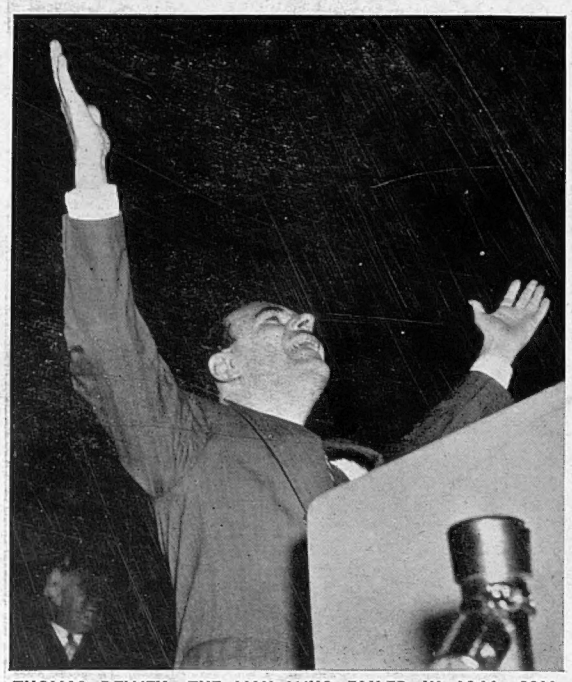
THE TERRITORIALS SHOW THEIR MEDALS

THE KING GREETS THE CHIEF OF THE IMPERIAL GENERAL STAFF: His Majesty shaking hands with Field-Marshal Lord Montgomery, whose last appearance it was as C.I.G.S. On the left are Air-Marshal Sir Allan Lees, Vice-Admiral Patterson and Major-General Erskine, the Director of the T.A.

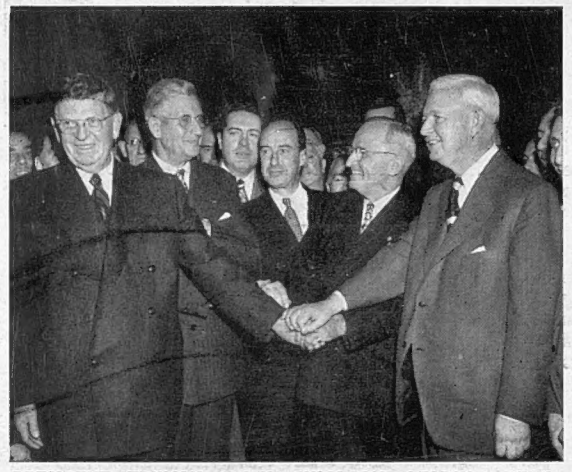
BEMEDALLED DETACHMENTS MARCH PAST THE SALUTING BASE AT STANHOPE GATE: *Left*—A contingent of A.T.S., many of them wearing campaign medals. Altogether there were 800 members of the Auxiliary Territorial Service among the 8,000 troops on parade. *Right*—Men of the 16th Airborne Division of the T.A., Eastern Command, giving "Eyes Left" as they passed the saluting base. On the opposite side of the road the band of the Welsh Guards were playing

ELECTION FEVER IN THE UNITED STATES

The Wind-Up of the 1948 Presidential Campaign



THOMAS DEWEY, THE MAN WHO FAILED IN 1944, COMPLETES HIS WHIRLWIND CAMPAIGN : The Governor of New York raising his hands to acknowledge the cheers of the people of Boston, who acclaimed him in the Boston Arena last week as he delivered one of his last big speeches before the Presidential Election. Not since Harding went into office in the wake of Wilson had the Republicans been so utterly confident of victory, and as the campaign reached its climax not a single polling forecast gave President Truman the remotest hope of election. Mr. Truman alone remained smilingly confident



PRESIDENT TRUMAN WITH CHICAGO'S LEADING DEMOCRATS AT A FINAL RALLY : On the left are Edward J. Kelly, former Mayor of Chicago, and Paul H. F. Douglas, Democratic candidate for the Senate. On Mr. Truman's right hand is Adlai Stevenson, candidate for Governor of Illinois, and on his left hand is Martin Kennelly, Mayor of Chicago

THIRD PARTY CANDIDATE FOR THE PRESIDENCY : Former Vice-President Henry Wallace with Mrs. Wallace (left) and Mrs. Gimbel, National Chairman of the "Women for Wallace Committee." This picture over the tea-cups was taken before a rally at Madison Square Garden, where the former Democrat had some well-attended meetings throughout his campaign. New York appeared to be the focal point of support for Wallace, but he would have been the most surprised man alive if he had won the State's forty-five votes in the Electoral College

THOMAS DEWEY TALKS TO THE VOTERS OF CLEVELAND, OHIO : A general view of the Republican Rally which produced enthusiasm, but not exceptional enthusiasm. Governor Dewey was held to have a clear lead both in New England and mid-Western States, and in some States very few people registered for their vote, regarding the issue beyond doubt. This markedly apathetic attitude was a constant source of anxiety to the Republican campaign leaders in the closing days of the struggle

BOSTON DEMOCRATS GAVE THE PRESIDENT AN OVATION : Mr. Truman passing through Dewey Square. Although most Americans felt that Mr. Truman had no chance of election, he won unstinted admiration by his campaign, which he conducted with youthful vigour and unbounded enthusiasm

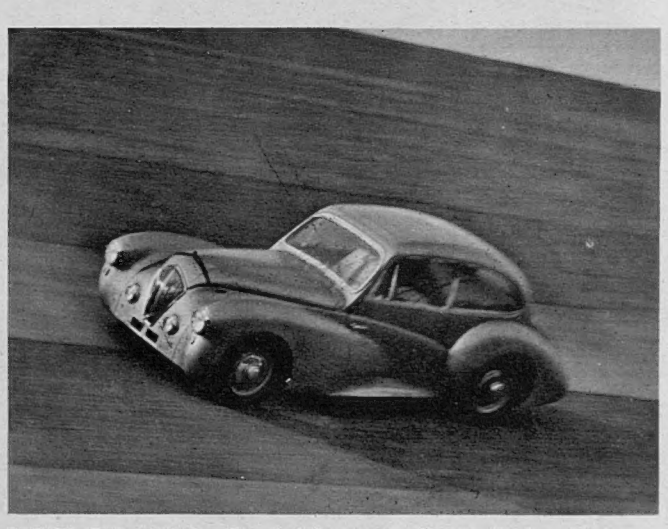
THEY CAME TO HEAR WALLACE : 38th Street, New York, between Seventh and Eighth Avenues, jammed with people who turned out to hear the apostle of pro-Russianism. It was in New York that a Wallace candidate won a surprise victory in a local election earlier in the year. Many came to hear Wallace largely out of curiosity, but, none the less, his meetings brought in substantial campaign funds

BRITAIN'S FIRST POST-WAR MOTOR SHOW

The Society of Motor Manufacturers and Traders has Its Thirty-third Exhibition at Earl's Court

MAINLY FOR EXPORT: THE SCENE AT EARL'S COURT BEFORE THE OPENING OF THE 1948 MOTOR SHOW. The influence of American streamline design was marked, and over fifty models were of post-war design. The total number of cars exhibited was less than in 1938, because of a smaller foreign section and the number of different models was again fewer because of the motor industry's concentration on high production

THE MOTOR-BOAT SECTION: Vosper, Ltd., of Portsmouth, exhibited this Viking yacht, which has three cabins, to sleep five people, and crew space for two. Its price for export is £12,850. It is powered by two Perkins S.6.M. diesel engines; has a cruising speed of 12 knots and cruising radius of 1,000 miles. While the car and carriage-work sections provide the main interest of the show, the motor-boats always attract a large crowd of sightseers, even though few of them, even in pre-war days, were likely to be purchasers



BEFORE THE SHOW: The 2,443 cc., 4-cylinder Healey Saloon on the Montlhéry track, near Paris. It covered 101·7 miles from a standing start and 103·76 miles from a flying start in one hour. The engine was sealed by R.A.C. officials in England before the run, the first in which a standard production model saloon has covered 100 miles in an hour. The Healey saloon costs £1,750, plus £973 14s. 6d. tax

The first International Motor Show in this country for ten years was held at Earl's Court and was opened by the Duke of Gloucester ten days ago. Altogether 270 models were on view and, of these, thirty-two makers were British, twelve American, six French and one Italian. The Duke of Gloucester, in his opening speech, noted that British manufacturers have exported 400,000 cars since the war and that these have brought us over £100,000,000 in foreign currency. In addition, 154,000 commercial vehicles have gone overseas, earning a further £70,000,000. Some of the outstanding British exhibits are recorded on this and the following two pages. One of the greatest crowds gathered round the Austin stand to see the handsome Atlantic A 90 convertible, a 4-cylinder car of 2,660 cc., which costs £745 plus £207 13s. 11d. tax, and is intended largely for the American market. Armstrong-Siddeley showed three handsome models, and, among the more popular-priced cars, Vauxhall, with their 6-cylinder Velox and 4-cylinder Wyvern, and Ford with the cheapest car in the Show, the Anglia two-door saloon at £242, plus £67 19s. 5d. purchase tax, were prominent

b

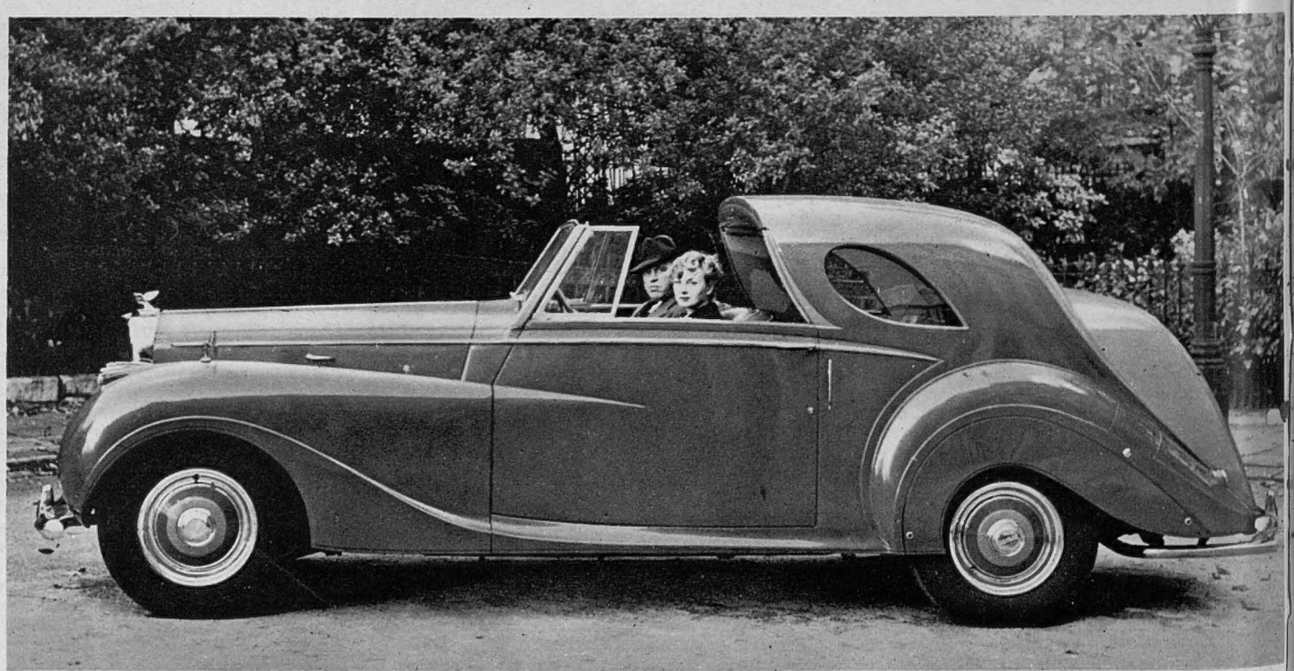
THE 33rd INTERNATIONAL MOTOR EXHIBITION

THE GHOST CAR OF THE MOTOR SHOW : Inside information about the 4-cylinder Hillman Minx Saloon can be gained from these views. Sections of the steel body shell were cut away and replaced by Perspex panels so that the interior could be seen. All the mechanical parts were sectioned and driven electrically

THE NEW HILLMAN MINX SALOON IS FULLY REVEALED : The Ghost Saloon made the most effective display at the Show. It was constructed with the assistance of pupils at the Rootes Group factories

AN EXPORT MODEL OF THE MORRIS MINOR : The attractive lines and roomy body of the new 8-h.p. Morris are evident from this picture. The saloon costs £280, plus £78 10s. 7d. tax. It has an all-steel, two-door body, with an interior width of 52 ins.

THE HILLMAN MINX CONVERTIBLE COUPÉ : This compact drop-head coupé has a two-door, pressed-steel body, three-position folding head and tip-up, adjustable front seats. Its cost is £450, plus £125 15s. purchase tax. Two other Minx models were shown : the saloon at £395, plus £110 9s. 5d. purchase tax, and the Estate car at £465, plus £129 18s. 4d. purchase tax. This last car has a similar chassis to the other two models but it has specially adapted rear springs and rear axle to carry extra weight



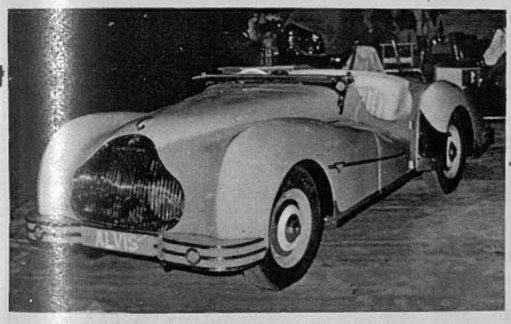
On right—**A BENTLEY MARK VI FOURSOME SEDANCA COUPÉ WITH A BODY BY GURNEY NUTTING.** This beautiful car was taken on a coast-to-coast tour of America by Mr. Jack Barclay, who was responsible for its design. In this picture Mr. Barclay is in the driving seat next to film-star Joan Greenwood. The Gurney Nutting Sedanca costs £6,120 1s. 8d., including purchase tax. It has quarter windows and incorporates the new one-piece sliding-panel-type de-ville extension. Bentley and Rolls-Royce provided some of the most spectacular (and the most expensive) cars in the Show. Rolls-Royce displayed the 6-cylinder 25-30 h.p. Silver Wraith in four models, all costing in the region of £6,000

THE JAGUAR 6-CYLINDER "120" SUPER-SPORTS: The spectacular performance of the Jaguar has already placed it in the forefront of the super-sports car, and its cost, although high (£1,263 3s. 11d., including purchase tax), is not expensive for a car which can reach 120 m.p.h. Jaguar Cars also exhibited the 3½-litre, 6-cylinder Mark V Saloon and the 2½-litre Mark V Saloon

THE BRISTOL AEROPLANE COMPANY MAKES A SUPER SPORTS CAR: The Bristol 2-litre type 402 Convertible was one of the smartest and fastest cars at the Show. Its cost (for export only) is £2,085. Its hood folds out of sight behind the rear seats. Bristol's Car Division also showed the 2-litre type 400 Saloon and the 2-litre type 401 Saloon and Farina two-four-seater Cabriolet

THE RILEY 100 h.p. 2½-litre three-seater Sports Model: This attractive car has a scarlet body and wings and beige hood and upholstery. It is capable of more than 100 m.p.h. and costs £1,125 3s. 10d., including purchase tax. Other models on the Riley stand were the drop-head coupé and the saloon

THE WOLSELEY "FOUR-FIFTY" 4-DOOR, 5-SEATER SALOON: This handsome car is finished in moonstone grey and costs £703 10s. 7d., including purchase tax. It has a 4-cylinder overhead camshaft engine which gives 50 b.h.p. at 4,000 r.p.m., and incorporates the new camshaft-drive system. The spacious body has Dunlopillo cushioning, upholstered in leather and provides comfortable seating for five passengers. Wolseley Motors also showed a model, the "Six-Eighty," with a 4-door saloon at £767 8s. 4d.



THE ALVIS 4-CYLINDER FOURTEEN SPECIAL SPORTS TOURER: Another sports car with a fine performance is the Alvis "Fourteen," which was shown at the Motor Show for the first time in this country. Its cost is £1,275 19s. 6d., inclusive of purchase tax

THE DAIMLER 6-CYLINDER "SPECIAL SPORTS 2½-LITRE" DROP-HEAD COUPÉ: The Daimler Company exhibited three models: the 8-cylinder Straight Eight; the 6-cylinder 2½-litre; and the 6-cylinder Special Sports 2½-litre. The impressive drop-head coupé, illustrated above, has a Barker body and costs £2,560 7s. 10d., including tax. A Daimler 36-h.p. Straight-Eight 2-door Drop-head Coupé with a Hooper body painted pastel green all over was the most expensive car in the Show, "complete as shown," £7,001 10s.

THE STANDARD ESTATE CAR: This roomy five-six-seater costs £633 5s., including tax, and has the same chassis as the Vanguard Saloon, the single model produced by the Standard Motor Company, who also produced the luxurious Triumphs. These are in two models: the 4-cylinder Roadster, with the same engine as the Vanguard, and the "1800" Saloon

ONE-WAY FLIGHT TO FREEDOM

The Exodus from Russia and Satellite Lands

BY FERDINAND TUOHY

YOU may recall the Stockholm episode of the Russian girl who, undesirous of returning to the U.S.S.R., had to take every precaution to avoid being carried off by members of the staff of her Embassy. "Wherever you are, we will get you," she was told.

The same words, beamed to Sweden over the Soviet-controlled Estonian radio, drove a body of Estonian refugees to undertake a voyage which has properly evoked that of the *Mayflower*, having, in effect, as much significance for us as the crossing of 328 years ago can have had for its contemporaries.

The Estonians had already fled from their native land, but didn't feel safe in Sweden either. "*Wherever you are, we will get you.*" Fearing that the Russians might reach into Sweden after them, sixty-nine frightened persons crowded into the *Prolific*, a blunt-nosed fishing schooner, about half the size of the *Mayflower*.

Steelworkers, lawyers, glassblowers, seamstresses, weavers, mechanics, farmers and fishermen, with their wives and children, they endured storms, want and sickness before making the North Carolina port of Wilmington after sailing 6,000 miles in sixty days—four more than the Pilgrim Fathers took for half the distance. "Not only was the method of travel equally primitive, but there was the same motive to escape intolerance and persecution, the same hopes set on life in a new land, and a similar uncertainty about the future."

Perhaps the last remark should have been qualified. The Pilgrims' fear was not of being shipped back, but of being eaten. Fortunately for the Estonians, the Americans have seen their responsibilities and are keeping all worthy adventurers who flee the Soviet—as how, indeed, should they not, seeing that they, the Americans, are in considerable measure instigating the flights to freedom by the broadcasting medium of "The Voice of America"?

When two Russian lieutenants, Barsov and Pirocov, fled in a bomber from the Western Ukraine to the American Zone of Austria, what did they report? That they had been greatly influenced by the Voice, which had decided them to make the acquaintance of three things unknown in the Soviet Union—"freedom of speech, freedom of Press (i.e., to read), and freedom to work."

Asked how many Russians listened to the Voice, Barsof said: "That is a hard question to answer, but I believe everyone within range who has a radio listens to the broadcasts regularly." This set American experts re-enquiring, with the result that it is now computed there are 4,000,000 short-wave sets capable of hearing the broadcasts. Much better still, eye-witness reports tell of American programmes going at top volume in apartment houses in news-hungry Moscow, with as many as fifty persons listening to a single set.

Madame Kosenkina's jump to freedom was the first bull's-eye scored by the Voice; so much so, that when the Russian Press subsequently reported she had jumped to avoid recapture by the Americans, "the result was a silent horse-laugh."

If broadcasting with a punch to it can do this sort of thing with Russians, what may it not accomplish with people of the satellite countries, so many of whom do not require any encouragement at all? We were ourselves witnesses of this in the case of the eight Olympic athletes who declined to return to their Communist-dominated countries—although such as they were presumably carefully screened before being allowed to go abroad.

The fact is that we are at last alive to a movement away from the Soviet grasp which has been going on since the end of the war and has lately taken on the character of a steady flight. The escapees (an ugly word, but better suited to the facts than "refugees") come from half-a-dozen lands—Czechoslovakia, Hungary, Poland, the Soviet Zone of Germany, Bulgaria, Rumania, and the Baltic territories—in addition to Russia herself.

First of the expanding multitude were the displaced persons, chiefly Jews, Poles and Balts, who had either been deported to Germany or had fled before the Russian tide and refused to return to their homelands as long as these were under Communist rule.

These D.P.s still number something like 700,000, and the best at present hoped for in their regard is a movement to America at the rate of 5,000 a month. Other countries take much less. Sailings are from Bremerhaven and, in far smaller degree, from Genoa. The record so far is 9,000 en route from Bremerhaven in September.

Never should it be forgotten that the Poles, about whom one hears jokes from our alleged comics, are our part of this intake, and that the less advanced in years among them could be of peculiar value in the event of hostilities.

The flight to freedom that we are witnessing includes many Jews who are not aiming at Palestine but fleeing from the Communist East despite the end of Nazi persecution. Many Jews are playing the Communist game, but the Communists are no particular friends of the Jews, as Jewish refugees from Rumania and Poland, to name but two sources, would be the first to confirm.

The exodus includes the hordes of deserters from the Russian armies, estimated at more than 50,000, so many of whom have gone underground in Eastern and Central Europe, and whose example has proved so infectious that the rank and file of the Russian occupation forces are now increasingly kept segregated in cantonments. They must not be exposed to the rotten bourgeois world of the West lest it exert a magnetic attraction upon them.

Those two Russian officer deserters reported that returning Russian soldiers are never allowed to say anything good about any of the Western countries they have seen. Which may be read in conjunction with their further reporting that "the basic fault of the Communist Party is that it does nothing to meet the needs and the desires of the people. The Russian people have looked in vain for the better life that was promised them at the end of the war."

The flight to freedom includes more than 9,000 Czechs and Slovaks, among them Cabinet Ministers, diplomats and distinguished officers, who have fled from their country in the short while since night descended upon it early this year.

Here we are on delicate ground. One of the latest to escape, General Miroslav, who commanded here during the war, is quoted as saying: "It was only by means of the underground movement, which is growing rapidly every day, that we were able to escape." Shall we say that the methods of getting people out of Czechoslovakia are coming to resemble those which were put into operation in respect of the French Maquis—and leave it at that?

It will become at once apparent why every discretion is necessary when we turn to what is happening in the Soviet Zone of Germany. There "the flight from the terror of the East is assuming such proportions that action is now being taken by Eastern Zone police against 'objectionable' party-members as well as 'objectionable' individuals."

In other words, the Russians are now arresting leading Germans whom they had thought sufficiently indoctrinated with Communism. Among them are important civil servants and trade unionists and police presidents and judges. They simply hanker after air to breathe in the Western Zones. Materially, they'd be better off under the Russians.

This German flight to freedom is no doubt looked upon by the Russians in the most serious light of all. They picked these Germans with much care, taught them and gave them good living conditions so that they should mould the Soviet Zone into a satellite of Moscow and stand ready to do the like in respect of Western Germany. One can well believe that part of the reason why Seydlitz's gendarmery is making its appearance in the Soviet Zone has precisely to do with stopping this German flight to the West.

Wherever one looks, along the "Curtain" (and slightly in front of it) the same symptoms are manifest.

Austria is becoming a reservoir on a small scale, where political refugees and public servants assemble after managing to escape from Hungary, Czechoslovakia and even Poland. There was a pathetic letter in *The Times* from one of their number named Palmay, who appealed for help from the West. He said that no one cared one way or the other about them and memorably referred to his kind as "veterans of the cold war."

Trieste is yet another haven towards which escapees from Stalinism and Paukerism steer. I note that nine arrived in one week-end from the Balkans, including two workers who had walked from Sofia.

Diplomats are so closely watched by their staffs that they are more handicapped than others when it comes to flight. Nevertheless, they are maintaining a good average, and the "Displaced Diplomat" or D.D. is already a recognised member of cosmopolitan society. I like particularly the protracted acumen displayed by Poland's Consul in Milan, Jan Wojnowski. It should serve as a model.

"Last summer, after a trip home, Jan cut out meat, ate only tea and toast for supper and abandoned his hobby of book-buying. His staff wondered what he could be saving for. Last week they found out. Two days after his replacement arrived from Warsaw, Jan bade them all farewell and proudly displayed tickets for home, via Venice. Boarding the train next day, he bundled his family off long before Venice, roared across the Swiss border in a taxi, and hopped the first plane to Johannesburg."

What is there to show by contrast in the way of a burning desire to gain the Sovietised lands? The only known recent cases have been two members of the American Embassy staff in Moscow, and they've been trapped by amorous ties more than by Marxism-Leninism-Stalinism. The only movement east is tragic, not jocular: that of slave labourers deported from their homelands and sent to join the unknown multitude condemned indefinitely to the Siberian and other mines.

To revert to the Voice, it functions from Munich and Manila and concentrates on Moscow and Vladivostok. Jamming is difficult, and now news comes that the Foreign Office is going to join in "selling the Western case behind the Iron Curtain." Considering the success the B.B.C. had in making inroads on Nazism, it is none too soon. Stalin cannot stop Russians listening, nor take their sets away, any more than could Hitler.

THEY CRASH-LANDED AT LINZ—LIEUTENANT ANATALYA BARSOV AND LIEUTENANT PJOTR PIROCOV, TWO RUSSIAN AIR FORCE FLYERS, WHO, THREE WEEKS AGO, FLEW TO AUSTRIA IN A SOVIET TWIN-ENGINED BOMBER: This picture was taken after the two refugees had met representatives of the Press at Linz. They revealed they had fled from an airfield in the Soviet Ukraine, and declared at the conference that they hope to go to the United States to find "freedom of speech, a free Press and freedom of work." In their country, the Russian airmen affirmed, "Seventy per cent. of the people dislike Communist rule, but are afraid to do anything about it"

ANGLO-AMERICAN CO-OPERATION TO RAISE INDUSTRIAL OUTPUT: The first meeting of the Anglo-American Productivity Council was held at the headquarters of the Federation of British Industries in Tothill Street, Westminster, with Sir Frederick Bain, joint chairman with Mr. Lincoln Evans of the British section, in the chair. Mr. Philip D. Reed was the American chairman. Although there was criticism when the scheme was first suggested, the meetings began with a "full, free and frank" discussion, and Sir Frederick Bain commented "My hopes are raised by the first day's meeting that by our interchange of knowledge we shall benefit in this country and I hope that perhaps our American friends will benefit also." The American delegates are to inspect various British industries after the meetings

AMERICAN-EUROPEAN CO-OPERATION

The Anglo-American Productivity Council in London; an E.C.A. Meeting in Paris

IN THE COUNCIL ROOM OF THE FEDERATION OF BRITISH INDUSTRIES: Left to right are Stanley Holme, secretary of the American side; Philip D. Reed, American chairman; Sir Frederick Bain and Lincoln Evans, of the T.U.C., joint British chairmen; Sir Norman Kipping, J.P., and Vincent Tewson, T.U.C., joint general secretaries

AMERICAN DELEGATES OF EMPLOYERS AND UNIONS AT THE ANGLO-AMERICAN PRODUCTIVITY COUNCIL MEETING: Left to right are J. S. Love (Employer); Thomas J. Harkins (Union); Victor Reuther (Union); H. W. Brown (Union), and Ernest R. Breech (Employer)

THE ECONOMIC CO-OPERATION ADMINISTRATOR, MR. PAUL G. HOFFMAN, DISCUSSES THE PROGRESS OF THE RECOVERY PROGRAMME WITH THE HEADS OF THE SPECIAL MISSION IN MARSHALL PLAN COUNTRIES: The meeting was held in Paris last month. At the top of the table are Mr. Hoffman, Mr. William Foster, Deputy Chief Administrator, and Mr. Averell Harriman, E.C.A. Ambassador in Europe. Mr. Hoffman conducted a three-day conference in Paris before visiting Rome, Berlin and London. He said that he was favourably impressed by the progress made in all branches of European economic co-operation and that a balance must be struck between the needs of security and economic recovery with regard to rearmament. Concerning reparations, Mr. Hoffman said that the Humphreys Committee report and proposals would be made to the Governments within three months

SLUMS THAT WILL DISAPPEAR WITH THE CLEARANCE OF THE AREA FOR THE FESTIVAL OF BRITAIN 1951 : Part of the mean quarter which will make way for the great exhibition which is to occupy a 33-acre site between County Hall and Waterloo Bridge on the right bank of the Thames. The exhibition will take place from May to September 1951

DEMOLISHING A SLUM FOR LONDON'S GREAT EXHIBITION

The London County Council Prepares for the Festival of Britain in 1951

Last week London County Council approved plans and estimates for the development of the right bank of the Thames, and accordingly work now goes forward on an ambitious and long-cherished scheme which will add a new dignity to the Thames, as viewed from the long bend at Westminster. The clearance scheme, as noted in THE SPHERE of October 30, makes way for the organisation of the great exhibition of 1951, the focal point of the Festival of Britain. Plans for the festival have lately been outlined by Mr. Gerald Barry, director-general, at a meeting of the Royal Society of Arts. The central exhibition on the County Hall-Waterloo Bridge site is not intended to be in any way in the nature of a trade fair. Its aim will be to tell the story of British life as it has evolved through the centuries, to offer a coherent and imaginative picture of British achievement, past, present and to come, and of its contributions to the thought and action of the world. After the exhibition is over the site will be handed over for permanent housing development

THE OLD SHOT TOWER WHICH IS TO REMAIN AS PART OF THE EXHIBITION GROUNDS : The tower was built in 1789 for use in the manufacture of shot for sporting guns, and it is still used for that purpose. Molten lead is released from the summit of the 140-ft. tower, and as it falls it cools and forms into small globules of shot. In the foreground are some of the dilapidated buildings typical of the 33-acre site which is being cleared for the great exhibition

THE DEMOLITION BEGINS : At work with a sledge-hammer on one of the blitzed buildings at present occupying the exhibition site. It was only a fortnight ago that London County Council gave its approval to the preparation of the site

CHOSEN AS THE VENUE OF THE GREAT EXHIBITION IN 1951 WHEN LONDON WILL BE HOST TO THE WORLD: An overhead view of part of the 33-acre site which is to be cleared by the London County Council in preparation for the exhibition. In the background, not far from the southern approach to Waterloo Bridge, is the old Shot Tower, which at the express wish of the organising Committee is to be preserved as a feature of the exhibition grounds

THE EPITOME OF DILAPIDATION—ANOTHER SECTION OF THE 33-ACRE SITE NOW IN COURSE OF BEING CLEARED: The replanning of the right bank of the Thames has been projected by the L.C.C. for more than twenty years, and in 1946 negotiations were actually entered into with Government departments for the use of part of the site—downstream from County Hall—as a new Whitehall. On 12 acres near County Hall office accommodation will now be erected, and the exhibition site of 33 acres adjoins it. A new river wall, costing approximately £75,000, will reclaim several acres from the river at the Westminster bend

BEHIND THEIR BACKS THERE WAS A REVOLUTION : General Douglas MacArthur, Allied Commander-in-Chief, Japan, giving a warm greeting to Mr. Rhee, President of the newly-proclaimed Republic of South Korea, when the latter arrived at Haneda Airfield, Tokyo. While they were conferring a Communist rising took place in South Korea. Government troops went into action against the insurgents almost at once, and it was reported that they had recaptured the port of Yosu in an amphibious operation. Suchon, however, still remained in rebel hands. President Rhee flew back from Tokyo on hearing the news and presided at an emergency Cabinet Meeting

SECRETARY OF STATE GEORGE C. MARSHALL CONFERS WITH THE POPE : Mr. and Mrs. Marshall seen with His Holiness at the summer residence at Castelgandolfo. The Marshalls were received in private audience during the course of their two-day visit to Italy. The Secretary of State was on the way back to Paris for the United Nations meetings after visiting Athens

A Pictorial Survey of Foreign Affairs

NEWS FROM U.N. AND THE WORLD AT LARGE

ON THE THIRD ANNIVERSARY OF THE SIGNING OF THE UNITED NATIONS CHARTER : The Palais de Chaillot, temporarily the home of the United Nations in Paris, floodlit to mark the occasion. In Britain services were held in churches throughout the country

WHEN THE BERLIN COMPROMISE CAME BEFORE THE SECURITY COUNCIL OF THE UNITED NATIONS : Mr. Vishinsky, Deputy Foreign Minister of the Soviet Union, and Mr. Manuilsky, representative of the Ukraine, voting against the resolution submitted by the six "neutral" Powers. After this defeat the Soviet Union duly exercised its right of veto, thus dispelling any hope of solving the Berlin dispute on the terms proposed. It is felt that this action, taken in the face of an overwhelming body of world opinion, places the blame for the breakdown fairly and squarely on the Soviet. Dr. Jessup, the American delegate, clearly stated this

DR. JUAN BRAMUGLIA PRESIDES OVER THE VITAL MEETING OF THE SECURITY COUNCIL : The Argentine representative in the chair at the Palais de Chaillot, and on his right hand Mr. Trygve Lie, the Secretary-General. They saw Mr. Vishinsky, by exercising the power of veto, throw the whole Berlin dispute into the melting-pot just at a moment when it seemed possible that basis for agreement could be reached. It was noted at the meeting that all three Western delegates used conciliatory terms towards Russia, but from the onset of his speech Mr. Vishinsky made it plain that he intended to exercise the veto

TALLULAH BANKHEAD COMES OUT FOR MR. TRUMAN : The stage and screen actress speaking from her dressing-room in the Plymouth Theatre, New York, when she introduced the President, who was about to speak from Washington, D.C., to the radio audience. Miss Bankhead spoke of Mr. Truman as "the human being" she prefers for President to Thomas Dewey, "the mechanical man." "Just once I would like to see Tom Dewey with his hair rumpled, a gravy stain on his vest, and that synthetic smile wiped off his face," declared Tallulah in an outburst that amused her vast audience

SIR LAURENCE OLIVIER, HOMEWARD BOUND FROM NEW ZEALAND ON A STRETCHER : Sir Laurence, who had to undergo an operation on his knee in a Wellington hospital following an injury received in Australia, being hoisted aboard the liner "Corinthic." He was brought to the ship's side by ambulance. Together with his wife, Vivien Leigh, Sir Laurence has completed a tremendously successful tour, with the Old Vic Company, of Australia and New Zealand

IN THE WAKE OF THE JAVANESE INSURRECTION : An officer of the Javanese forces interrogating a Communist suspect (right) after the fall of the Communist stronghold of Madiun. The suspect was one of many picked up during mopping-up operations which followed the fall of the town. In both Java and Sumatra the Republican Government troops have been beset by some very determined Communist bands, whose well-co-ordinated activities have really assumed the proportions of an insurrection. On October 17 a spokesman of the Republican Defence Ministry declared that the Communist rising had been virtually suppressed, but the mopping-up process is slow, as the Communists are wily. In Tjepoe large-scale murdering and looting have been perpetrated by the Communists, and in one battle 1,000 civilians are said to have been killed or wounded when the Communists used the population as a shield against the Government forces. Communists have employed the scorched-earth policy to their tactical advantage

A COMMUNIST IN THE PILLORY : Before being executed in the main square of Madiun, where he was captured, this Indonesian youth was exposed to public execration. Scenes such as this are daily occurrences in the parts of Java recaptured by the Republicans

A FLORAL CROWN IS RAISED TO THE TOP OF THE PARTLY-RECONSTRUCTED BERLIN POWER STATION : The rebuilding of the Spandau power plant in the British Western Sector of Berlin has made marked progress since the decision taken by the Western Powers, in April of this year, to reconstruct it after the dismantling by the Russians in 1945. The power station was originally built to produce 224,000 kilowatts. Since the start of the rebuilding, 600 workers have been busy on the site and outside contracts for new machinery have been placed. The British and U.S. Military Governments have made every effort to provide the necessary materials, for when the station is complete the electricity position in the Western Sectors will be secure. The German custom of raising a crown of flowers and fern to the highest part of a building with its frame complete, was observed at Spandau last week. The floral crown will remain raised until the building is finally completed in November 1949

BERLIN'S WESTERN POWER STATION NEARS COMPLETION : A view showing the girders which surround the still-unfinished wing. British, American and French officials attended the ceremony at Spandau when the floral crown was raised above the station

RUSSIAN TACTICS IN BERLIN

The Land Blockade and the Communist Black List

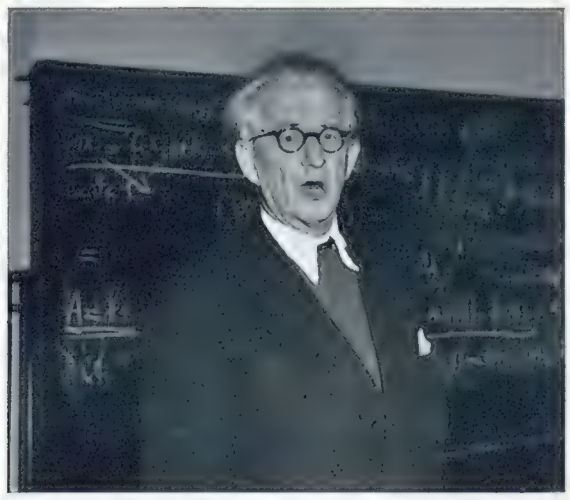
General Sir Brian Robertson, British Military Governor in Germany, declared last week that it was his "personal opinion" that the withdrawal of all occupying forces might be the only solution of the East-West deadlock over Germany. Russian tactics, which have led Sir Brian to this stern viewpoint, indeed tend every day to exacerbate a difficult situation, and examples of this ceaseless aggression are revealed on this page in some recent news pictures from Berlin showing the way in which the land blockade between the Eastern and Western Zones of Germany is being tightened steadily with the aid of a greatly reinforced police.

In commenting on the situation, Sir Brian has referred to the formation of this heavily armed police force in the Soviet Zone, mentioning the figure of 200,000 men. "I do not see why a police force needs mortars and armoured cars," he declares.

ASPECTS OF THE RUSSIAN LAND BLOCKADE: Cars crossing from Western Germany into the Russian Zone in the east are lined up by the Russian-controlled police and a full search is made for contraband. Tactics such as this call for extra police

LIMITING INTER-SECTOR TRADING: *Left and right*—Soviet-controlled German police checking a truck in the Potsdamer Platz on the boundary between the British, American and Russian Sectors of Berlin. The intensified blockade measures demand that all vehicles approaching Berlin from the south, west and north are now diverted to roads entering Berlin from the east. It is thus absolutely impossible for them to avoid the Soviet Sector check-point

THE CAMPAIGN AGAINST THE "WARMONGERS": **The big meeting at the Friedrichstadt Palace in the Russian Sector attended by about 2,000 Communist supporters, most of them connected with the Russian-licensed Press.** It was resolved to draw up a black list of West German newspapermen and political leaders guilty of "warmongering." Among the first twelve names to be branded are Herr Jacob Kaiser, the Christian Democrat, and Dr. Friedensburg, Acting Burgomaster of Berlin. A "warmonger" is defined as anyone who criticises conditions in the Soviet Union or raises doubts about the high purposes of its policy



BERLIN TO HAVE A "FREE UNIVERSITY": Professor Edwin Redslob, former Professor of Philosophy at the University of Berlin, announcing at the Technical High School (British Sector) the opening date of the "Free University" of Berlin. Professor Redslob is expected to become rector of the University, established in the Kaiser Wilhelm Institute in the American Sector. He said 2,000 students had been accepted from 5,000 applicants, including 80 from the old Berlin University in the Soviet Sector. Formation of the new University was proposed when the Soviet expelled numbers of students for political reasons

THE TRICOLOR FLIES ABOVE THE BARRICADE: A farm-cart drawn across the entrance to the Couriot Pit at St. Etienne to prevent the military taking possession of the property in the name of the Government. In the St. Etienne region there were numerous pitched battles between strikers and guards for possession of the pitheads

Last week the French coal strike showed signs of petering out, although the C.G.T. attempted to infuse spirit into it by stopping the transit of coal across the frontiers and the unloading of colliers at the ports. The tendency seemed to be to drift back to work, but none the less pitched battles between strikers on the one hand and police and military on the other continued in many parts of France. Most ingenious were the tactics of many of the strikers who studded the roads with boards filled with nails and went to extraordinary lengths to disrupt communications between the mining areas and the outside world. To France the strike has been a bitter economic blow, and many are wondering how the nation will fare, if the colliers attempt another coup.

A BARRIER ACROSS THE STREETS OF ST. ETIENNE: Nails barring the way to military vehicles approaching the mines. These tactics by the strikers were not wholly effective, but they did succeed in some places in holding up the occupation of the mines by Government forces

BUILDING A BARRICADE AT ST. ETIENNE: The brushwood seen in the foreground was placed round and over the obstacles made to bar the way to the troops. By last week-end the Government occupation of the mines was beginning to be effective in most regions

"CAMARADES, NOTRE VICTOIRE SERA LA VÔTRE. MERCI": A striker displays a collecting-box in the roadway near a St. Etienne railway bridge. The roadway is studded with nails

BARRICADE TACTICS IN THE FRENCH STRIKE

How the Miners Barred the Way to the Pits

COUNSEL FOR THE DEFENCE MAKES A VIVID PLEA ON BEHALF OF HIS CLIENTS: The accused, all alleged to have been involved in the riots that accompanied the strikes, are ranged in the body of the St. Etienne court. Most of them were accused of throwing stones and other missiles

SOME YOUTHFUL SUSPECTS ARE MARCHED OFF FOR INTERROGATION: They were involved in incidents at the Allouettes Pit, Montceau-les-Mines. Montceau was the scene of desperate resistance, and in the drift back to work the miners of Montceau showed themselves the most reluctant to return

"ST. GEORGE AND THE DRAGON," A MASTERPIECE IN OAK BY HANS BRUGGEMANN, DANISH SCULPTOR OF THE EARLY SIXTEENTH CENTURY: The sculpture, which comes from Husum Church, South Schleswig, is on view at the Victoria and Albert Museum, where King Frederik of Denmark opened last week the Exhibition of Danish Art Treasures Through the Ages

THE ROYAL DRINKING-CUP OF CHRISTIAN IV: This cup, given to the King as a christening present, weighs 13 lb. and holds 13·6 pints. Christian IV, contemporary of Queen Elizabeth and James I of England, was the Danish "King of the Renaissance." The first part of his long reign was notably peaceful, art, science and commerce all prospering, and the marriage of his son and heir was celebrated with a splendour never equalled in any later reign

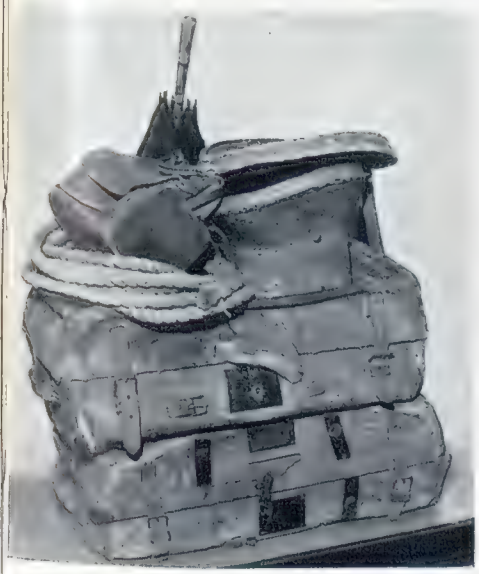
DANISH ART THROUGH THE AGES

Some Gems of the Exhibition which King Frederik Opened Last Week at the Victoria and Albert Museum

In the European society of nations Denmark is one of the oldest kingdoms, with 1,000 years of history behind her, and a continuity of history and national culture of absorbing interest. On the whole, it has not been a desperately dramatic story, save in the age of Christian IV, that great and colourful hero of the Danes whose act upon the burning deck is as much a commonplace to Danes as is the story of Alfred and the cakes to English folk. A visit to the Danish Exhibition of Art Treasures Through the Ages, which was opened in London last week by King Frederik, is of fascinating interest historically and artistically, and its arrangement has already drawn the highest praise. In the first room at the Victoria and Albert Museum are the flint weapons of the period of antiquity. These are among the finest in Europe, for the Stone Age was of long duration in Denmark. The Viking Age is very fully represented with exhibits from all the important Danish collections, while finest of all are the treasures of the Renaissance and Baroque periods, notable among them being the Kronborg canopy and tapestries, an example of which is illustrated on the next page. Needless to say, Christian IV relics figure largely in this period, and those who read the account of this ebullient king's career, of his amours, of his bravery and of his indefatigable industry, will no doubt wonder why Hollywood has not done something about such an obvious screen romance. Exhibits from the Danish porcelain factory are also of special importance at the Victoria and Albert Museum, while lovers of Hans Andersen, that master of irony, will be entertained by the relics of his travels, including the rope which always accompanied him in case fire should break out in the hotels in which he stayed. The exhibition will remain open until the New Year

A RELIC OF THE VIKING AGE: This large steering oar, taking the place of a rudder, was mounted on the starboard side of a Viking ship. It was found at Kolding Fjord, Jutland, and its vast size evidences the size of the Viking galleys which roamed the North Atlantic ocean

"KING FREDERIK II AND HIS SON," BY HANS KNIEPER : One of the magnificent Royal tapestries from Kronborg Castle, Elsinore, dating from the years 1581-84, and woven by Flemish craftsmen called in by King Frederik II. The series of forty-two tapestries portrayed the 111 kings who from the dawn of history had ruled over Denmark. Some of the Royal personalities were undoubtedly rather vaguely known to the sixteenth-century tapestry-makers, but the tapestries representing the recent kings were made after painted portraits, like the one of Frederik II and his son, the future Christian IV. The magnificent canopy is an original part of the series, but was removed by Swedish troops in the seventeenth-century wars, and belongs to the National Museum of Stockholm. In the background of King Frederik's tapestry is Elsinore



On left—**NO FAIRY-TALE ! :** This interesting exhibit is part of the collection of belongings of Hans Andersen. It includes his trunks and umbrella which he always carried, and the coil of rope which he took everywhere to enable him to escape from buildings in case of fire. Hans Andersen, although a seasoned traveller, lived in constant fear of fires

A CHILD'S CARRIAGE OF THE YEAR 1836 : This carriage was designed by H. E. Freund, the sculptor, and was decorated by the artist George Hilker, with painted decorations in Pompeian style. This exhibit forms part of the section at the Victoria and Albert Museum relating to Industrial and Decorative Art in Denmark. It belongs to the collection in Frederiksborg Castle, source of many of the exhibits

DECLINING TRADE ON THE CALEDONIAN CANAL

Some Picturesque Aspects of the Short Cut Through the Great Glen

LOOKING DOWN ON THE LOCKS OF BANAVIE, FORT WILLIAM, FROM THE CROW'S-NEST OF A STEAMER PASSING THROUGH THE CALEDONIAN CANAL: In the distance is Loch Linnhe, with the hills of Lochaber away to the left and the hills of Ardgour to the right. The official figures for the tonnage passing through the Caledonian Canal are not disclosed, but although this cut through the Great Glen of Scotland has obvious advantages for shipping wishing to avoid Cape Wrath and the north of Scotland, there is little doubt that traffic has decreased markedly in the past fifteen years. The canal, linking Loch Linnhe on the west coast with the Moray Firth on the east coast, saves shipping several hundreds of miles. The survey for the canal was made by James Watt in 1773, and the work of construction was begun under Telford in 1803

WHERE THE CALEDONIAN CANAL PASSES THROUGH THE GREAT GLEN BESIDE THE MAJESTIC HILLS OF LOCHABER: A view of the canal in the neighbourhood of Fort William. The canal extends for 60½ miles, and of these 22 miles are through artificial cuttings. There are in all twenty-eight locks each 160 ft. long, 38 ft. broad and 15 ft. deep. The locks end at Corpach in a series of eight, commonly known as Neptune's Staircase

VETERANS OF THE BANAVIE LOCKS: Edward Mackenzie (left) has served twenty-two years, and with him is James Morrison, another old hand. Nowadays they find plenty of spare time in between boats

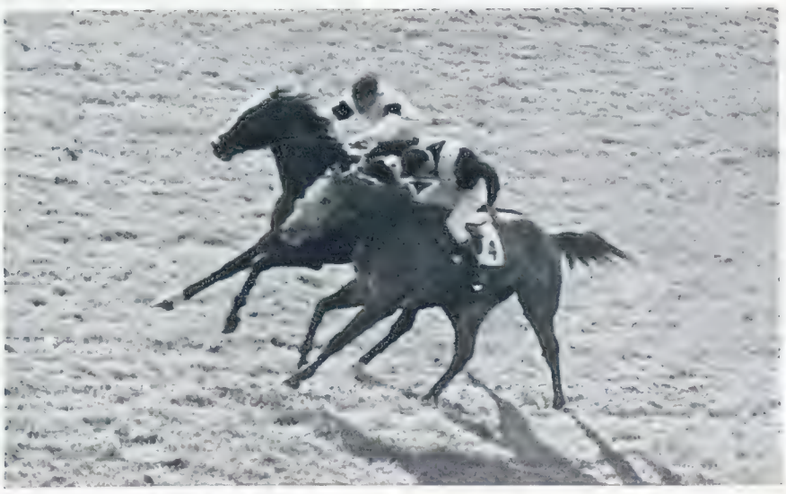
ALL HANDS TO THE WHEEL: Operating the locks of Banavie. Passing through the cut are a herring-boat and a freighter. Ships of up to 600 tons can use the canal

A CAMBRIDGESHIRE DEAD-HEAT

And an Overruled Objection Provide a Dramatic End to the Second Leg of the Autumn Double

FIGHTING OUT THE FINISH OF THE CAMBRIDGESHIRE HANDICAP: Mr. J. Townley's Sterope winning from Royal Tara the second leg of the great Autumn Double. Away on the left, battling it out for third place, are Patchouly and Impeccable, whom the judge was unable to separate. After reference to the photo-finish camera a dead-heat for third place was recorded. The apprentice, Schofield, who rode the winner, gradually left the high ground where he was drawn, caught Royal Tara after leaving the dip, and steadily making the differences in weight tell, headed him on the final rise to win by half a length. Sterope was sold as a yearling to Mrs. Sofer Whitburn for 175 guineas. His present owner, Mr. Townley, who bought him during the summer, is reputed to have won £150,000 in bets over the Cambridgeshire

STEROPE IS LED IN AFTER HIS CAMBRIDGESHIRE VICTORY: His young jockey, D. Schofield, who had already ridden nine winners, is apprenticed to H. Wragg, so he has had the best of tutors. Royal Tara, the runner-up, was conceding 24 lb. to the winner, and ran a fine race with 9 stone. Sterope has won six races in his career. He is by Midday Sun, the Derby winner



DEAD-HEATING FOR THIRD PLACE: Impeccable (No. 4) with E. C. Elliott in the saddle, and Patchouly (Johnstone up) battling out the last few yards of the Cambridgeshire course. These two strong and experienced jockeys, both of them old rivals on the French turf, made their bid for minor honours in really dashing style. Patchouly was an outsider, being returned at 40 to 1. Impeccable was third favourite with Royal Tara and Wisley

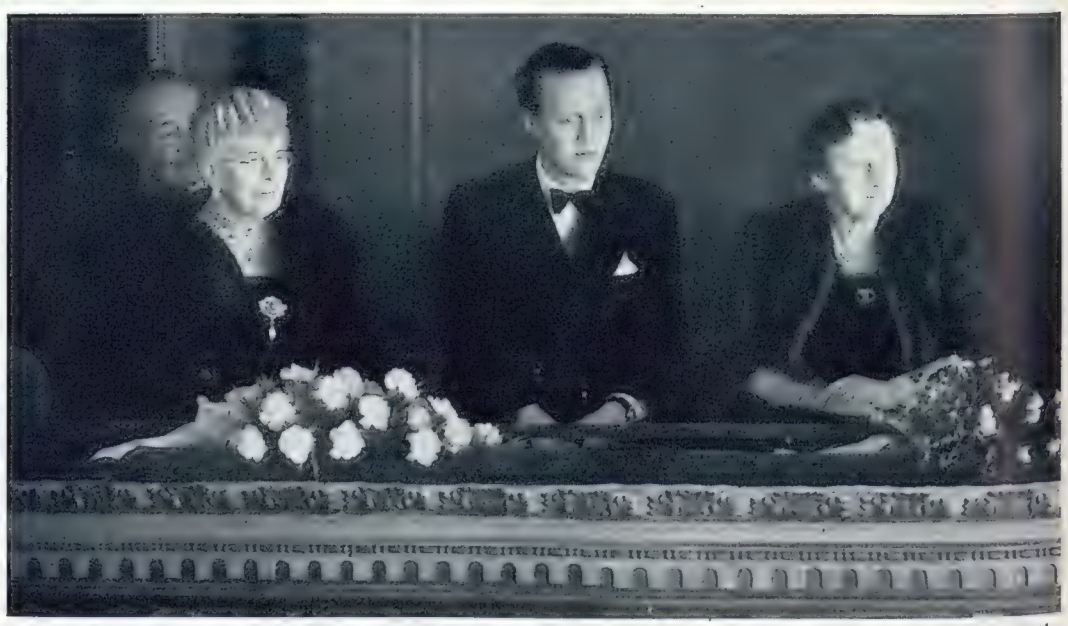
HONOURING THE G.O.M. OF CANADIAN POLITICS: Mr. Mackenzie King, Prime Minister of Canada, who has been ill since his arrival in London, receiving the honorary degree of Doctor of Laws of the University of London from the Chancellor, the Earl of Athlone, at a ceremony in his suite at the Dorchester Hotel. It was the first time for a fortnight that Mr. King had been up and dressed, but he looked well and declared himself to be much better. In presenting Mr. King, the Public Orator, Dr. Ifor Evans, described him as unique among the outstanding national figures in the countries of the Commonwealth

A QUIET WEEK-END FOR NORTHERN IRELAND'S PREMIER: Sir Basil Brooke walking with Lady Brooke in the grounds of their residence at Colebrook County Fermanagh. On this estate in the Clogher Valley, more than 70 miles from Belfast, Sir Basil finds rest and relaxation from the worries of Stormont It will be his task in the immediate future to deal with the complications over the partition question now coming to a head in the Dail, where Mr. Costello and his colleagues are pressing for a united Ireland

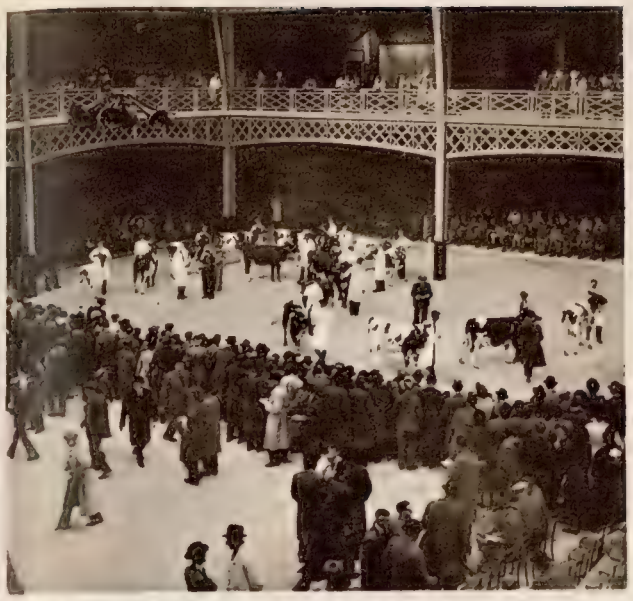
DRURY LANE STAGES AN ALL-STAR MATINEE TO AID THE R.A.D.A. BUILDING FUND: *Left*—Some of the distinguished ex-students of the Royal Academy of Dramatic Art who took part in last week's production to raise funds for the rebuilding of the Academy's Theatre. Margaretta Scott (as the Duchess of Cleveland), Barry K. Barnes (as King Charles II), Dolores Gray (as Nell Gwynne), and Jill Esmond (as the Duchess of Portsmouth). *Right*—Her Majesty the Queen, who attended the matinee in company with Princess Margaret, seen in conversation with Dolores Gray (of "Annie Get Your Gun.") The matinee raised £4,750 for the building fund

PICTURES FROM THE HOME NEWS

"MAN FRIDAY" MORNING IN KENSINGTON HIGH STREET: Pedestrians in West London were surprised on a recent Friday morning to find these footsteps on the pavement pointing suggestively in the direction of a pedestrian crossing. This idea, forming a part of Kensington's safety-first programme, is borrowed from Lucerne, Switzerland, where it is said to have led to a marked improvement in pedestrian behaviourism



DANISH ROYAL VISITORS AT THE THEATRE: Queen Mary in the flower-bedecked Royal Box at the St. James's Theatre, where, accompanied by Prince George of Denmark, the son of Prince Axel, and Queen Alexandrine, the Danish Queen-Mother, she saw a performance of "Don't Listen, Ladies!" On the same night King George and Queen Elizabeth accompanied King Frederik and Queen Ingrid to a performance of "The Kid from Stratford," at the Princes Theatre, starring Arthur Askey. Prince George came to London this year to take up an appointment as Attaché



JUDGING THE AYRSHIRES AT THE DAIRY SHOW: Cattle being paraded at Olympia, where about 100,000 visitors congregated during the four days of the show. In the competition for the Bledisloe Trophy, awarded for milk yield, butter-fat content and appearance, the Ayrshires came a close second to the British Friesians, which were the winners for the tenth time. Some exceptional milk yields were recorded by entrants, more than ten gallons each at three milkings coming from two British Friesians, and 9½ gallons from a remarkable Ayrshire. This year goats were largely represented at the show

EVERYTHING FOR THE FARM IN THE GRAND HALL AT OLYMPIA: A general view of the stands on the first morning of the Dairy Show. Their Majesties the King and Queen visited the show on the third day

A CELEBRATED TOLL BRIDGE FREED: With the completion of the purchase of Teignmouth and Shaldon Bridge by the Devon County Council, yet another toll bridge is freed to the travelling public. On the day that negotiations for the purchase were finished there was a short ceremony at which Sir John Daw, a noted figure in Devonian affairs, declared the bridge free. Shaldon Bridge is well known to thousands of holiday-makers who pass over it en route to Torquay and the West of England

THE CARDINAL ARCHBISHOP OF WESTMINSTER PAYS A VISIT TO EDINBURGH: His Eminence is seen in the centre of the table on the left as he dined with Archbishops and Bishops at the Scotia Hotel prior to addressing the members of the Catholic Students' Union

THE £2,000,000 EXTENSION TO THE CENTRAL LONDON LINE NEARS COMPLETION: Permanent-way men installing a current rail near Loughton Station on the eastern extremity of the London Transport system. Many hundreds of men are now working at top speed to finish the new lines. In the west, a 4¼-mile line between Greenford and West Ruislip is being opened, and in the east 5¾ miles of line are being installed over former steam-operated sections of the Eastern Region of British Railways. Coinciding with this opening, London Transport announce a big increase in Central Line train services in the non-rush hours at all Central Area stations between Marble Arch and Liverpool Street. The new extensions with a total length of ten miles will serve dormitory areas in Ruislip, Northolt and North-East London suburbs. It is expected that travellers will make over 6,500,000 journeys a year from the nine new stations

WELDING CURRENT RAILS AT WEST RUISLIP STATION: Work in progress preparatory to the opening of the western extension of the Central London line. Last time such a large new section of Underground was opened was in 1917 when the Bakerloo Line was carried from Willesden Junction to Watford. The extensions will bring the total number of stations served by the London Underground to 278

AUSTRALIA'S FARMING ARISTOCRACY

Life on a Great Sheep Station in New South Wales

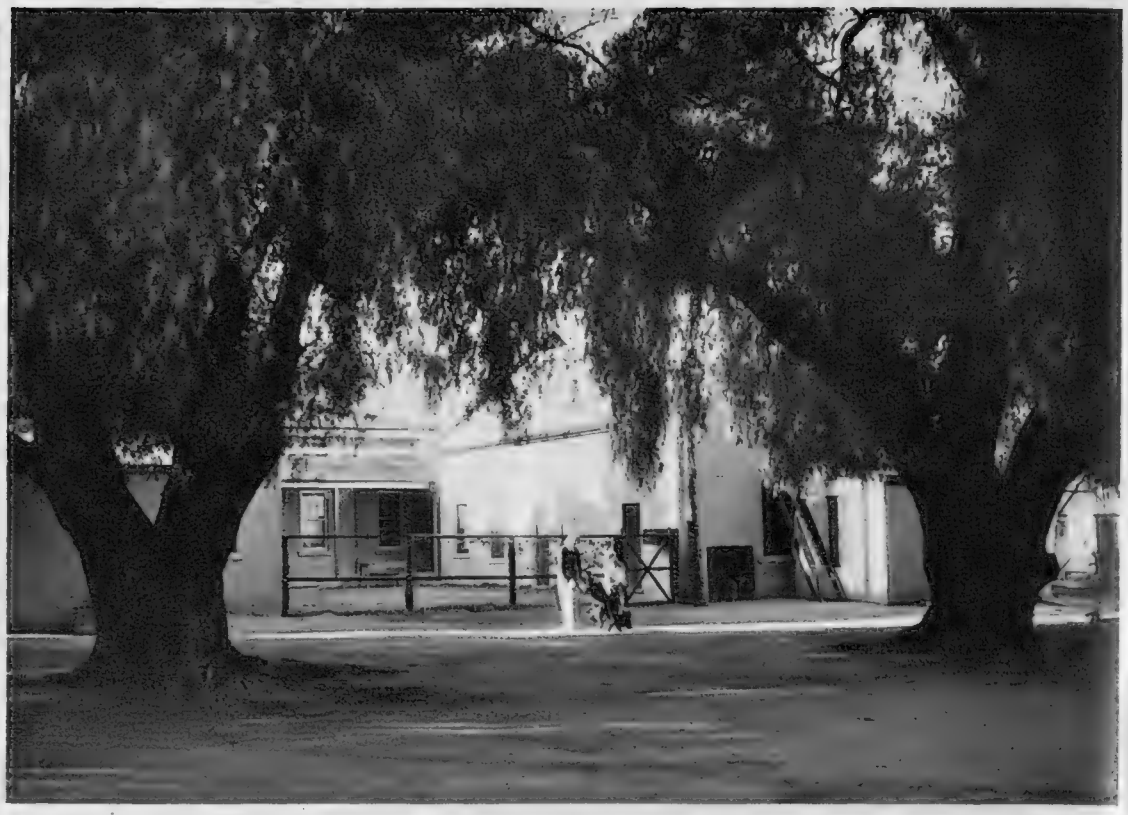
In scarcely more than 100 years there has grown in the Australian Commonwealth an aristocracy of the soil which in its manner of life has much of English Victorian solidity and comfort, with just a dash of the elegance of the Southern Planter in the United States. Typical of these homes of the Australian landed gentry is Boonoke, the residence of the Falkiners in the fertile area of the Riverina in New South Wales.

On these broad, red soil plains the basis of Australia's wool-growing industry was established about 100 years ago, and it was there that the late Franc Sadler Falkiner, who came from Ireland in 1853 to pioneer in the goldfields, established his great Merino flock.

By the end of the century an immense ram-breeding business was built up at Boonoke, and when Mr. Falkiner died in 1909 he left his son Otway a mighty patrimony.

To-day Otway MacLaren Falkiner, of the third generation, is the lord of Boonoke, Otway Falkiner having retired, and he conducts the station on the same scientific lines that led to its first fame throughout the Commonwealth. Otway MacLaren Falkiner also finds time for a great deal of public work, and he is a member of the Legislative Council of the State of New South Wales.

Boonoke, like most of the big stations, is really a village in itself, with extensive accommodation for the jackeroos, an overseer's home and nearly a dozen cottages for the station hands. Indeed, Boonoke is a busy, thriving community of fifty people or more, and when shearing starts in mid-July the population swells into the hundreds.



HOMESTEAD IN THE RIVERINA: Boonoke, near Conargo, is a typical residence of the farmer aristocracy which has grown up in the sheep-grazing areas of New South Wales. Boonoke is the home of the Falkiners, who have done more than any other family to make the Merino pre-eminent. The station covers 70,000 acres of plain and timber country

ON THE GREAT OPEN PLAINS OF BOONOKE: The camera catches an instantaneous impression of a kangaroo travelling at speed. Many of them achieve an average speed of over 30 m.p.h.

WHERE THE FALKINERS DINE IN QUIET LUXURY—VICTORIAN FURNISHINGS THAT REFLECT THE SOLID COMFORT OF THIS STATION IN THE SHEEP-GRAZING AREA OF THE RIVERINA, SOUTHERN NEW SOUTH WALES: The development of Boonoke and the Merino stud was the lifework of the late Franc Sadler Falkiner, who came from Ireland as a youth and settled in Australia in 1853. He started as a storekeeper in the goldfields of Bendigo

THE MERINO, MONARCH OF THE AUSTRALIAN PLAINS: *Left*—The sheepyards attached to the woolshed at Boonoke. Leading from the shed are the "counting-out" pens—one for each shearer. *Right*—Examining the fleece of a two-year-old Merino stud ram at Boonoke. The Boonoke stud flock dates back to 1861, and no outside blood has been introduced since. By the end of the century an immense ram-breeding business had been built up by the Falkiners

THE HARBOUR AT CASTLEBAY, CHIEF PORT OF BARRA AND ONCE THE CENTRE OF A THRIVING FISH-CURING INDUSTRY: The bay is so named because in the centre of it lies Kisimul Castle, ancient stronghold of the Macneills of Barra. Ships of all sizes, even large freighters, used to anchor in the bay to load salt herrings for Germany, Russia, Scandinavia and the United States, but for the time being the war killed this trade completely

BARRA FISHING-BOATS MADE FAST AT CASTLEBAY QUAY: A busy scene in the harbour, showing the feudal castle out in the bay. Few boats operate from Barra these days, but individual catches during the herring season are often prodigious

LIFE ON BARRA

A Camera Record from the Southernmost of the Hebrides

Barra is the southernmost of the Hebrides of any size to be inhabited to-day. Last summer its population of 2,000 or more was vastly increased when film folk descended upon Barra with all the equipment of their trade, and set about making a picture based on Compton Mackenzie's story *Whisky Galore*, which in turn was based upon a "major" incident of the Second World War, when a ship

(Continued on page 184)

THE STEAMER "HEBRIDES" PUTS IN AT BARRA: The mail boat arriving at Castlebay. The hills in the distance evidence the treeless nature of the country, which is invariably swept by fierce winds during the winter months

CASTLEBAY, CAPITAL OF THE ISLAND OF BARRA, HAS A FEW WELL-BUILT HOUSES AND A WINDING MAIN STREET DOMINATED BY THE ROMAN CATHOLIC CHURCH: Away in the distance stretch the bleak hills of Barra, with no trees, even on the lower slopes, and a great sparsity of vegetation. In rough weather, and it is often rough on Barra, this can be a bleak and dismal island, but even so it is often warmer than on the Scottish mainland. Barra is essentially Roman Catholic

HOUSING CONTRASTS ON BARRA: On the left is an old-style crofter's cottage, known as a "black house," and on the right a solid, well-built modern dwelling capable of standing four-square to the winds that rage up the valleys of this little island of the South Hebrides. The "black houses" originally had no chimneys and, needless to say, the fire in the middle of the floor completely blackened the interior. In modern times most of these old cottages have been converted into byres and outhouses

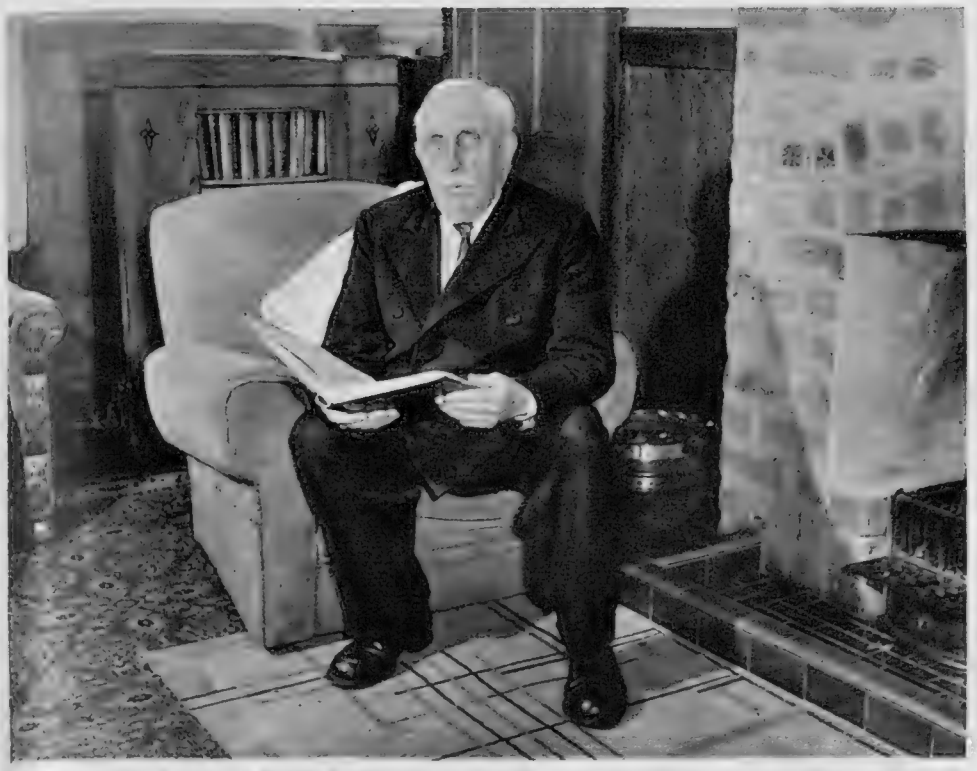
LIFE ON BARRA

(Continued from previous page)

carrying 50,000 cases of whisky was wrecked on these Hebridean shores, much to the comfort of the inhabitants. The pictures on these pages are the work of J. Allan Cash, who has lately spent five weeks among the people of Barra.

Barra is some ten miles long and four wide, hilly for the most part, with Mount Heaval, the highest peak, 1,200 ft. above sea-level. The 2,000 people on the island comprise crofters and fishermen. The chief town is Castlebay, in the south, so named because Kisimul Castle, ancient stronghold of the Macneills of Barra, lies on an island in the bay. The harbour is well protected and forms a shelter to which ships often run in times of storm.

Small crofts are to be found all over the island, but there is little land for cultivation. Sheep are kept in considerable numbers and most of the crofters do fishing as well. The west coast is rugged and rocky, with beautiful sandy bays between the jutting cliffs. Atlantic rollers continually pound this coast, even on calm days, but the east coast is much more sheltered. There are countless smaller islands off the coast, much beloved by seals. In the north lie the Great Sands, a vast cockle beach of hard white sand, protected from the Atlantic by a line of sandhills. On this beach a British European Airways plane lands every day on its way from Renfrew to Benbecula, a larger island farther north, where it connects up with the plane from Inverness and London.



"THE CODDIE," A WELL-KNOWN BARRA "CHARACTER": "The Coddie" has a name, but he never uses it, preferring the nickname he acquired in youth, and he even signs his cheques and receipts "The Coddie." Some call him the uncrowned King of Barra, for he has a hand in nearly all that goes on upon the island, and his shrewdness both as fisherman and hotel-keeper is said to have brought him a considerable fortune in a lifetime of work

FATHER JOHN MACMILLAN, ANOTHER "CHARACTER" OF LOCAL FAME: Father John, for many years the Roman Catholic priest of Barra, is now retired and lives in a little stone house on the west coast of the island. He has two very different hobbies: fishing from the rocks and reading Wild West thrillers

THERE ARE MANY WRECKS ALONG THE BARRA COAST: This is the wreck of an American ship which came to grief during the Second World War. An infinitely greater prize was the whisky ship which was wrecked, also during the war, bringing Barra a windfall of fifty thousand cases of matured whisky that is never likely to be forgotten in the history of the Hebrides

THE MOUNTAIN SHEEP OF BARRA: A flock on the rugged mountainside. *On left*—The only hotel at Castlebay. During the making of the film "Whisky Galore" the hotel was packed to capacity and many of the film-makers had to camp out. There is a hotel at North Bay belonging to "The Coddie"

TACKLING JUVENILE DELINQUENCY

IN ENGLAND'S JUVENILE COURTS AND APPROVED SCHOOLS

The Work of London's Juvenile Courts

By CHARLES GRAVES

EVERY week-day with the exception of Saturday a Juvenile Court sits somewhere in London to deal with children and young persons under the age of seventeen. These are situated in Shepherd's Bush, the Euston Road, Toynbee Hall, Lennox Gardens, Lambeth Town Hall and Tower Bridge Magistrates' Court. At the last-named presides John Watson, best-known of all the Juvenile Court Magistrates. It was to Tower Bridge that Princess Elizabeth paid a visit quite recently. I too have just been there to see to what extent child delinquency has increased or decreased since the end of the war, and whether, too, the abolition of whipping a month ago has affected the situation.

Well, there were twenty-six cases in the list, of which admittedly five were applications for a premature discharge under the Probation Act because the children had behaved well. Of the remainder, two concerned children whose parents came to the Court announcing that they were beyond their control. One case, a very unpleasant one, concerned three children who were said to be "in need of care or protection." In other words, they were considered, in this case by the police, to require removal from their home because of certain undesirable happenings. Of the remainder, thirteen concerned stealing, two of "breaking and entering," and two more of "receiving stolen goods." It was noticeable that in nearly all these cases the children concerned worked in pairs or threes, and that only three of the children were girls. Actually, this is rather a higher proportion than usual. The average is one girl delinquent to a dozen boys, the reason being that girls are usually kept under their mother's eye doing odd jobs around the house, while the boys are out of doors and getting into mischief. In any event, girls by nature are more law-abiding than boys.

The court was sitting as a temporary measure in the ordinary police court. Owing to bombing there is a great shortage of accommodation in South-East London. The chief difference is that the children stand in front of the magistrates, with seats for their parents immediately behind them at what would normally be the solicitors' table. The whole atmosphere is, as far as possible, paternal and helpful, though the magistrate will be as curt and abrupt with a really bad type of boy, who has been given every chance to reform, as his colleagues in an adult court.

What strikes the new-comer immediately is that in practically every single instance of child delinquency the parents are either unhappily married or divorced or living with someone else; or, one or other of them is an invalid. Case after case at Tower Bridge disclosed this unfortunate fact. Case after case at Tower Bridge also proved that several of the children had been evacuated not once, but several times during the war. One, at least, of them had been buried for some hours with his mother when a bomb destroyed their home. This tragic aftermath of the war makes itself felt every day in London, and no doubt in other cities like Coventry, Liverpool and Plymouth which were blitzed.

Yes, the Juvenile Courts are cursed with a legacy of unhappy children, many of whom have never known the discipline of a father during their vital growing years, nor have had a proper home as a result of evacuation. Many of the children had admittedly a far better time in comfortable country homes between 1939-45 than those from which they were taken. And it is those children who, returning to a crowded, uncomfortable existence in the back streets of London, are most inclined to misbehave. They no longer have the countryside in which to play games and use up their surplus energy. And what starts in a spirit of adventure frequently ends in serious offences. Two boys in front of the magistrates at Tower Bridge had run away from their respective homes, stolen some tarpaulin, lace curtains, a hurricane lamp and a bar of soap in order to live in their own camp in a deserted backyard; which they did for three days.

No child under the age of eight can be charged with any offence, and after the age of fourteen he or she is known as a young person. One of the most effective forms of treatment which can be ordered consists of putting the child on probation for a maximum period of three years. During this period he has to see (in the case of Tower Bridge) one of seven probation officers every week. Being put on probation really means giving the child a chance of trying to regain his temporarily lost character with the help of an experienced social worker who has no connection with the police. A child up to the age of fourteen can be fined a maximum of 40s., which the parents can be ordered to pay. Any child or young person can be sent away from home and committed to the L.C.C. as "a fit person" responsible for him or her until the age of eighteen, with a proviso that the parents can always apply for the order to be revoked. In such cases the children are, in general, boarded out in foster homes when suitable foster parents can be found. They can also be sent to hostels or probation homes for six months or more, provided the children agree. Other punishment is detention for the maximum of a month in a remand home. Children can also be sent to Approved Schools, and in the case of young persons over the age of sixteen, to Borstal.

Approved Schools are much like ordinary boarding schools, where, incidentally, all kinds of useful lessons and trades are taught. But there is a big difference in that the annual holiday rarely exceeds a fortnight.

The removal of the powers of ordering a whipping meets with Mr. John Watson's entire approval. In appropriate cases he prefers the father to give the beating himself, and, indeed, on two or three occasions he enquired tenderly of the parent concerned whether he had done so. On other occasions he asked the boys (*a*) whether they had been beaten and (*b*) whether it had hurt. If the answer was in the affirmative, he expressed satisfaction.

The trouble with official beatings by a police officer is that the boys become heroes and martyrs in their neighbourhood for days. One London boy who was officially beaten went round the whole neighbourhood charging a ½d. a time to see his marks.

THE JUVENILE COURT AT WORK: *Left*—A youth comes before the magistrates. *Right*—The probation officer of the court in his office. He keeps model aeroplanes in his room to see if boys in his care show any interest in them. If so, he offers to introduce the boy to a club which runs a carpentry class. The pictures on this page are taken from John Watson's *British Juvenile Courts*, which Longmans Green have lately published for the British Council

THE MAIN STREET OF AN "OPEN" BORSTAL CAMP: An example of the open-air nature of the life arranged for young delinquents from the cities

THE CARPENTER'S SHOP AT A SENIOR APPROVED SCHOOL: There are 149 such schools in England and Wales and some 25 in Scotland. The majority are managed by voluntary bodies and all are financed out of public funds. They are the lineal descendants of the old industrial schools and reformatories

Strangely enough, children nearly always plead guilty. On such occasions (and even if they don't) the case is normally adjourned for at least a week. During this period of time the probation officer gets as complete details as possible about the family background, the school report is procured, and in a number of cases a psychiatrist arranges for an interview and puts in a report. When the children come up to the court the following week these reports are summarised aloud in front of the child, and particularly the parent or parents. This makes it quite clear that there is no conspiracy of secrecy behind any ultimate decision on the part of the magistrates. School reports are particularly useful in showing the number of times the child has played truant. The probation officer's reports are models of careful investigation and lucid descriptions of the child's home life, including the names and ages of any brothers and sisters.

In a case where the father or mother is living in unlawful wedlock with someone else, the child is sent out of the court while the statement is read out. Similarly, a parent may be sent out of court if the magistrates think it desirable to discover from the child whether he or she has any feeling of neglect from, or resentment to, the new-comer.

Mr. John Watson himself admirably combines a kindly manner with first offenders whose misbehaviour is largely due to an unhappy home life, with a very proper sternness to young offenders who have transgressed the law when on probation. He was supported by two women magistrates. The job of the chairman of a Juvenile Court is definitely more exhausting, and possibly more interesting, than that of the ordinary police court magistrate. He has to be on the job the whole time. There is no let-up while the usual formalities are being carried out.

On the day I was there a pretty sixteen-year-old girl, smartly dressed, admitted to stealing small dress-lengths from the store in which she worked. Her school report showed that she was a first-class girl, her employers also said that until she had suddenly started to steal, she was conscientious, punctual and destined for rapid promotion. On investigation it turned out that her father, quite a young man, had married again and that the stepmother was jealous of her. In her case John Watson said: "You are a silly girl. You've been doing frightfully well, then you go and pinch things from your employers. It is tragic that you should get into all this trouble. Have you a boy friend?" The girl, weeping, said that she had. "Have you told him?"—"Yes." "Well, that was the right thing to do. There's still no reason why you should not go a jolly long way. We are going to discharge you under the Probation Act and see whether the probation officer cannot get you another job."

Altogether, I was most impressed by the extraordinarily conscientious way in which Mr. Watson, assisted by Mrs. Dermot Morrah and the Hon. Mrs. Home Peel, carried out their duties. Children were allowed to talk as long as they liked in their defence. Every possible effort to secure useful information about them was made and Mr. Watson's homilies in particular ran the whole octave from real sternness to sympathetic friendliness.

Quite recently he has written a brief book on British Juvenile Courts, published by Longmans. In it he records that in 1831 a boy of thirteen was hanged at Maidstone for theft. In 1833 a boy of nine was convicted at the Old Bailey of putting a stick through a shop window, and, though afterwards reprieved, was likewise sentenced to be hanged by the neck until he was dead. A year later two children aged ten and eleven years, found guilty at Stafford of stealing clothing, were sentenced to transportation for seven years.

These are not isolated instances of the treatment of young offenders in England during the first half of the nineteenth century. Little, if any, distinction was made in the treatment of children as compared with that of adult offenders; they were tried by the same courts, imprisoned in the same gaols, transported in the same convict ships to penal settlements overseas. . . . It is recorded that as recently as 1899 two boys, aged eleven and thirteen, served a sentence of hard labour in Portsmouth prison for causing damage to a door.

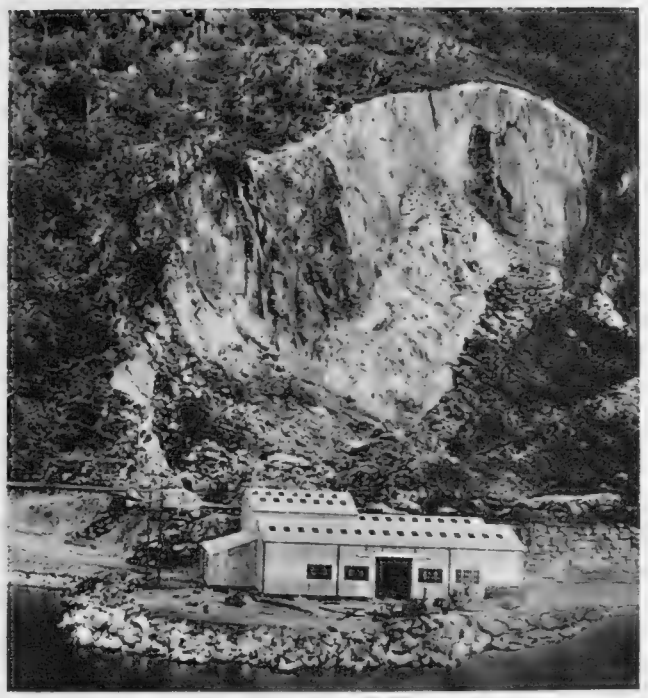
Having described in detail the punishments available to the magistrate, the curriculum of the Approved Schools, the probation system and Borstal, Mr. Watson comes to the conclusion that although poverty, unemployment, bad companions, defective education and lack of religious training can all cause youthful misbehaviour, the basic reason is the parents' failure not merely to enforce discipline, but to possess a sense of responsibility.

As to the future, he says the functions of the wisest magistrates, the most skilled probation officers and the most progressive Approved Schools are little more than curative. The prevention of children's trouble lies in a wider field and consists in the basic social factors of lasting peace, good housing, sound education, full employment, and by no means least, the revival of spiritual consciousness of the duties and responsibilities of parenthood.

GRANITE AND TIMBER

Blasting in a Scottish Quarry; Saving Britain's Woodlands from Devastation

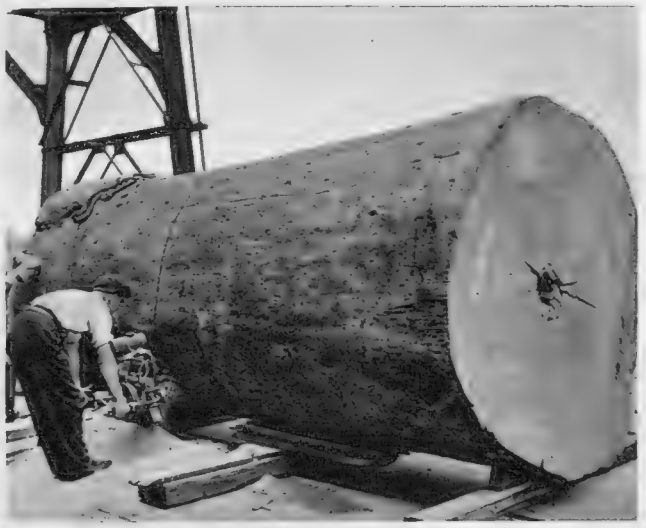
BLASTING AT THE BONAWE, ARGYLLSHIRE, QUARRY—THE SCENE DURING THE EXPLOSION: It has been estimated that 250,000 tons of granite, dislodged by 7 tons of blasting powder, will keep the Bonawe workmen employed for five years. The explosion was the biggest of its kind in Scotland since 1935. The electric plunger, used to fire the blasting powder, was pressed by Mr. J. Copeland, a veteran of sixty-five, while standing on the slopes of Ben Buininnis



AFTER THE SEVEN TONS OF BLASTING POWDER HAD DISLODGED 250,000 TONS OF SCOTTISH GRANITE: The scene at the Bonawe Quarry, near Taynault, Argyllshire, when the smoke and dust of the tremendous explosion had subsided

A HAMPSHIRE FORESTRY SCHOOL FOR TIMBER MANUFACTURERS: Members of a forestry course examining a Scots pine-tree in the New Forest. The school has been set up in an endeavour to deal with the situation arising from the wastage of Britain's vital timber resources

Before the war the British timber industry supplied approximately 20 per cent. of the hard-wood consumed in this country and 5 per cent. of the soft-wood; but before the close of 1942 not less than three-quarters of the timber used in Britain came from her own woodlands. Vast inroads were therefore made into the timber resources of this country, and our woodlands have been largely devastated. In order, in some measure, to counteract this devastation timber manufacturers are going to a school to learn more about the growing of trees. The Timber Development Association are running a forestry course at Northwood House, Lyndhurst, and those attending will be members of the British Federated Home Timber Association—all prominent timber manufacturers. They will have lectures and discussions, and inspect practical work in the New Forest. The Government, through the Forestry Commissioners, are co-operating in the scheme.



TIMBER-CUTTING IN THE PORT OF LONDON—PREPARING FIGURED HARDWOOD FOR USE AS VENEERS: Workmen in the West India Dock have an unusual on-the-spot order. They are here seen cutting timber, from the west coast of Africa, weighing over 10½ tons. The figured hardwood is stored at the Dock, and a length is cut when ordered for cabinet-makers. They in turn slice the wood to required thicknesses, possibly 200 slices to the inch. Veneering, a recognised art in cabinet-making, has at times been much abused, figurings of paper thickness being crudely attached to a cheap wood base. At its best, veneering produces very remarkable results, as witness some of the highest quality furnishings from the High Wycombe factories

MEASURING A SCOTS PINE-TREE IN THE NEW FOREST: A member of a Leicestershire company with other "scholars" during a visit to Buskett's Enclosure. The forestry school has been organised by the Timber Development Association

The World of Books—By VERNON FANE

SIR PATRICK HASTINGS TELLS HIS STORY

An Autobiography Brightened by a Marked Sense of Humour

WHEN a man has a brilliant legal reputation, great wit and an inexplicable modesty, it is likely that the story of his life will be worth telling, and if by himself, then well told. THE AUTOBIOGRAPHY OF SIR PATRICK HASTINGS (Heinemann. 15s.) therefore is a very successful undertaking and a book that is thoroughly satisfying to read. Sir Patrick's device is that "*On est comme on est*," a quotation, he says, from a Parisian comic song, and he believes that since you are as you are, not over-influenced by early circumstances, then you have got to make the best of it.

His own "best" has made him one of the most distinguished K.C.s of our age, has given him an ideally happy marriage and the fortitude to survive one or two setbacks in his career as a journalist and playwright, though in the latter craft he is now eminently successful. I don't suppose that he has ever been known to speak of his own sense of humour, for that is a reference that generally damns a man as without any vestige of wit, and yet it is precisely his humour that informs the whole book and makes it so personal and so rewarding.

For nine years at the end of last century two brilliant men of letters conducted a correspondence which only ended with the death of one of the writers. Their letters, sometimes long, thoughtful and profound, sometimes brief and gay, read as freshly to-day as they must have fifty years ago, and form not only a record of friendship, but the clearest insight into the literary methods and opinions of them both—HENRY JAMES AND ROBERT LOUIS STEVENSON (Hart-Davis. 12s. 6d.) would perhaps not occur to to-day's reader as likely companions, or even as mutually sympathetic, and yet their friendship and their pleasure in the work of the other went very deep.

Miss Janet Adam Smith, who has edited these letters, and included two articles on R. L. S. by Henry James, is to be congratulated and also to be thanked for her work and for her perception.

The Galapagos Islands are off the coast of Ecuador in the Pacific Ocean. It was there that two young Californians decided to settle in 1937, more or less on the premise that if they could last the first six months they would be all right.

THE ENCHANTED ISLANDS (Bles. 15s.) is the story of those months and the years that followed them. During part of the war Ainslie and Frances Conway were back in the United States, but as in 1946, they decided to return to their island, and that in face of advice from an experienced but ungrammatical friend who urged them "before you come back to the Galapagos, do it over-think one hundred times."

The authors write with a wit as sturdy as their determination to live where they want, and although the book may make no converts to their kind of pioneering, it does provide entertainment.

ESSAYS, POEMS AND TALES OF HENRY W. NEVINSON (Gollancz. 18s.) is a fine selection from the work of a man who was a humanist first, and a writer second. And this, in spite of the fact that his writing was as polished, as urbane and as forceful as that of many of his great contemporaries. Dr. H. N. Brailsford, who has edited the volume, writes of his old friend as the most modest man he ever knew, and one who never failed in generosity or courage.

Mr. L. A. G. Strong's new novel, TREVANNION (Methuen. 10s. 6d.), is a satisfying and complete piece of work, the product of a writer who not only knows his craft profoundly well, but who also has something to say which is worth the polished care of the writing.

Trevannion, the "fine figure of a man" who animates this story, is a character seen completely in the round, a real creation and no stereotyped outline. He is sixty-ish, he is portly, he is the least bit in the world seedy, and he is a small-time crook, but he has the grand manner, and that, in the view of the little town where he has come to live, and in the view of his cronies in the billiard-room of the local public-house is enough. He is a man who paradoxically commands respect, and gets it, even from those who understand him best.

The story could easily be simplified in outline, and described as the redemption of a bad man by the love of a good woman. In fact, that is what it is all about. But there is infinitely more richness to it than that conveys, and more humour, and a blessedly adult attitude.

MIST ON THE WATERS (Michael Joseph. 9s. 6d.) is Mr. F. L. Green's new novel and has, in common with the author's *Odd Man Out*, a Belfast setting. Without being too close to that book in design, it also has the atmosphere of the pursuit of crime, though in this case not so much in the physical sense of the chase, as the gradual closing in of a net of suspicions leading slowly and inevitably to the trapping of two guilty men. The climax is tremendously exciting, and quite masterly.

The republication of E. Nesbit's FIVE CHILDREN AND IT (Benn. 7s. 6d.) is more than welcome, since it makes this charming half-fantastical, half-commonsensical story available again to all the grown-ups who will want to re-read it, and to all the lucky children who will be reading or hearing it for the first time.

Mr. John Lodwick's new novel, SOMETHING IN THE HEART (Heinemann. 9s. 6d.), is, I think, the best example of his rather specialised art up to date, and I thoroughly enjoyed it. The action, which opens with a highly unconventional and rather funny scene in London, whirls the reader through such diverse scenes as the bear cage in a second-rate circus and a French prison, with intervals in which violence takes other, but not less original, forms.

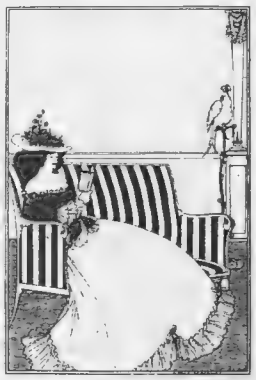
It is always gratifying, and fun as well, to discover a new and very gifted writer of detective stories. Mr. Nicolas Bentley is such a one, for although his father was the author of the classic *Trent's Last Case*, he himself has never written a thriller before.

THE TONGUE-TIED CANARY (Michael Joseph. 8s. 6d.) is first-rate stuff, exciting, amusing and logical enough to satisfy any reader this side of Einstein. The time is the present, the locale principally London, and the activities are connected with M.I.5, or perhaps just M.I.

THE QUARRY (Sampson Low. 10s. 6d.) is the story of an American family through nearly sixty years, from the Civil War to the 1914 war, and is set for the most part in the State of Vermont. Although I thought saturation point had been reached with American domestic sagas, I must confess that this one is extremely readable, and that Miss Mildred Walker proves her right to be regarded as a competent novelist with an unusually sympathetic insight into the natures of young people.

Another American book is Mr. Joe David Brown's STARS IN MY CROWN (Hodder and Stoughton. 8s. 6d.). This is the story of a fiery but saintlike country parson who preaches his first sermon in a saloon at the end of the Civil War, with two revolvers lying on the bar beside him and a docile congregation of drinkers.

MRS. PATRICK CAMPBELL IN 1894: The celebrated actress as Aubrey Beardsley saw her



TO ATTRACT THE BIBLIOPHILE: This bold cover design was drawn by Beardsley in 1896 for *Smith's Catalogue of Rare Books*

COVER DESIGN FOR THE YELLOW BOOK, VOL. II: A bold, effective design, typical of one phase of Beardsley's work

BLACK COFFEE, 1895: This drawing was originally intended for Volume V of the Yellow Book, but it was not used, and it was later suppressed as the frontispiece for "An Evil Motherhood." The four drawings reproduced herewith all come from *The Best of Beardsley* (The Bodley Head. 25s.), a new volume edited by R. A. Walker and constituting a glowing tribute to the great black and white draughtsman of the late Victorian period

OXFORD AND A THEATRE

Although the English playwrights are studied in our schools and universities, they are for the most part studied as writers, as men whose weapon was the pen, rather than the stage and the actor. Official productions of plays are rare both at schools and universities. Only occasionally does one come upon a production of the quality of *The Taming of the Shrew*, which last summer won golden opinions for Gresham's, Holt. Now, at long last, the University of Oxford has decided to give a lead in this vital matter and, with the aid of funds from Sir Alexander Korda, the REPORT OF THE OXFORD UNIVERSITY DRAMA COMMISSION (Oxford University Press. 7s. 6d.) is now published. It is an elaborate document, the result of an exhaustive and exhausting tour of the Departments of Drama of certain American universities, and the conclusions reached fully deserve to bear fruit. Briefly they are these: that in giving the University a University theatre, three forms of stage are required: the apron stage of Elizabethan drama; the proscenium arch back stage and fore stage of the Restoration; and the ordinary modern stage with its proscenium arch. Provision should also be made for staging classical drama and for presenting films. The Commissioners back up their opinions with a fully-illustrated architects' report, and now it only remains for some generous donor to produce the required funds and Oxford will have the University theatre that it so obviously needs and deserves.

G. M. Young, most eloquent of essayists, a scholar with a sense of history, with a well-stored memory and excellent judgment, delighted us all with DAYLIGHT AND CHAMPAIGN, first published in 1937. Now it appears in a new edition (published by Rupert Hart Davis at 8s. 6d.). Most erudite of all are the essays on Macaulay and Disraeli. One feels that Mr. Young has both those worthy but flamboyant fellows well taped. Most critically discerning is the essay on Mr. and Mrs. Dickens, whose incompatibility so affected the flow of the novelist's genius, whose parting allowed him to find his way back to the world where he was sovereign.

Another welcome reprint is Phyllis Bottome's DEVIL'S DUE (Faber and Faber. 9s. 6d.), a poignant love-story set against the background of Tyrolese mountains and Austrian village life. It was first published in 1931.

There may never be another bedside book quite like THE BEDSIDE BOOK, for it has dignity and quietude, the serenity that makes for sleep. Now it appears in a new, cheap edition (Victor Gollancz. 3s. 6d.), and assuredly Christmas shoppers will accord it a hearty welcome. In the same anthological category, but more specialised, is THE COUNTRYMAN'S BOOK (Odhams Press. 10s. 6d.), a selection of articles and other contributions from the journal of J. W. Robertson Scott. Strangely enough, the list of contributors would seem to be more suited to a political forum, the names of the Duke of Bedford, Henry Wallace, Earl Baldwin, Neville Chamberlain and Ramsay MacDonald making as unusual a group of yokels as one could expect to find.

The majority of us must frankly admit a complete lack of knowledge of Oriental art. When the Indian Art Exhibition was in progress at Burlington House in 1947 it evoked admiration, but there must have been many thousands of visitors who came away feeling that they had beheld something they were not equipped to appreciate. The Faber Gallery of Oriental Art now comes to our aid, the first two titles being MUGHAL PAINTING (Faber and Faber. 8s. 6d.), with an introduction and notes by J. V. S. Wilkinson; and RAJPUT PAINTING (Faber and Faber. 8s. 6d.), with an introduction and notes by Basil Grey, Keeper of Oriental Antiquities in the British Museum. In both volumes the plates in colour have been chosen to give a balanced view of the school under consideration.

Some Worth-while Books.—JUBILEE ROAD (Phœnix House. 15s.). Frederick Willis recalls the London of the Edwardian heyday. NORTH AFRICAN NOTEBOOK (Chapman and Hall. 12s. 6d.), by Robin Maugham. An account of a journey through Morocco, Algeria, Tunis and Libya. ERIK SATIE (Dennis Dobson. 8s. 6d.), by Rollo H. Myers. A study of one of the strangest personalities in the history of music. AN UNDERSTANDING OF ARCHITECTURE (People's Universities Press. 6s. 6d.), by Robert Lutyens and Harold Greenwood. A concise architectural guide from the days of "post and beam" to the age of concrete. THIS GAME OF GOLF (*Country Life*. £1 5s.), by Henry Cotton, with a foreword by Bernard Darwin. Three new additions to the Batsford Colour Books (published at 6s. 6d.) are GARDEN FLOWERS, by Robert Gathorne-Hardy; TROPICAL BIRDS, by Sacheverell Sitwell; and THE ROMANTIC BALLET, also by Sacheverell Sitwell.

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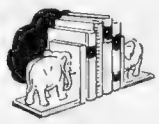

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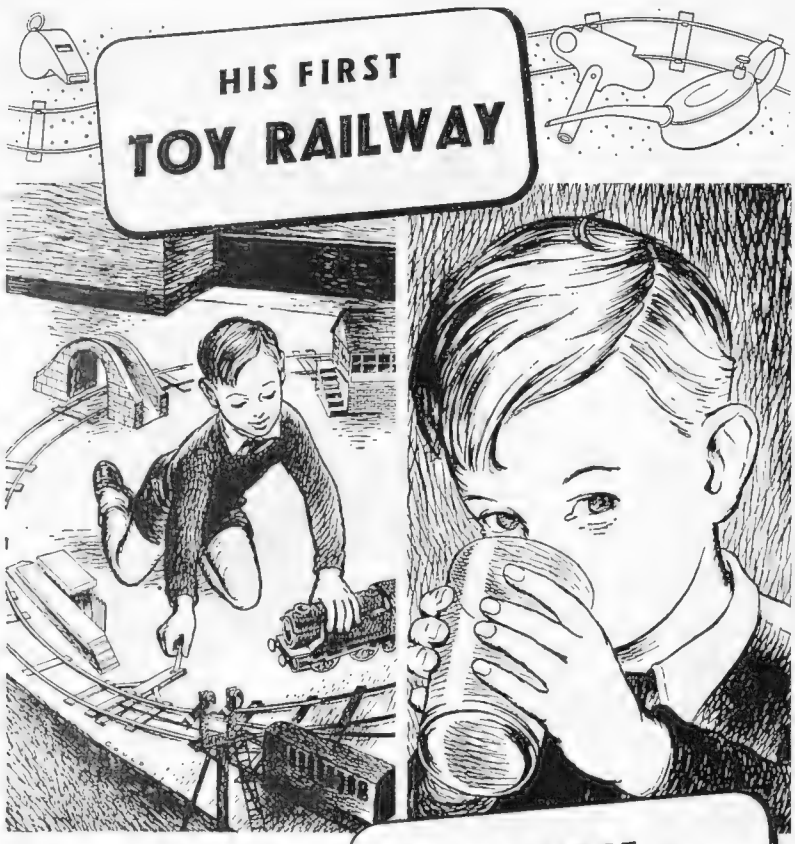

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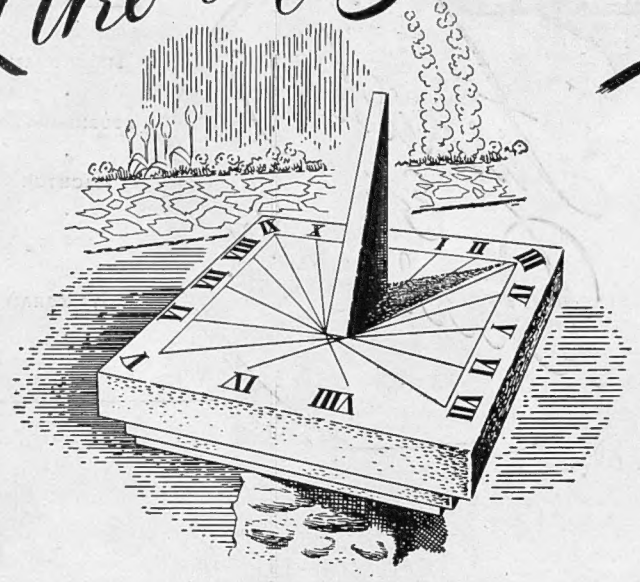

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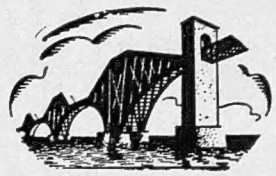

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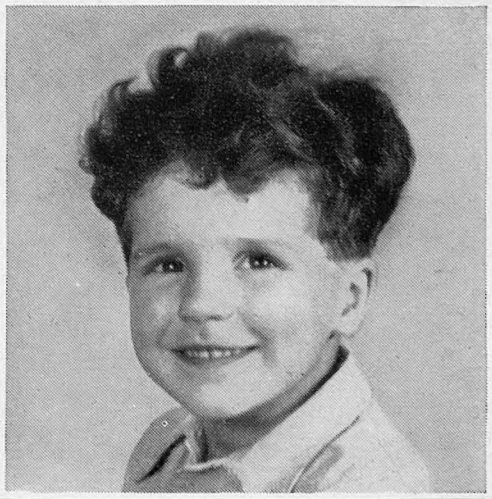

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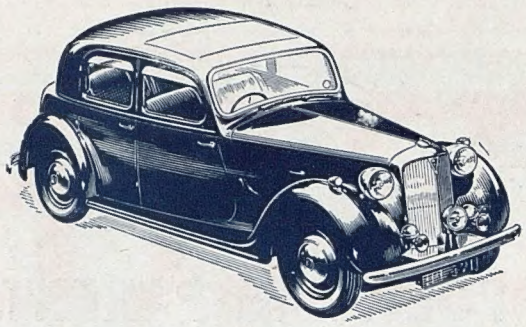

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